



GO! Sedona Pathways Plan

for the Sedona Trails & Pathways System (ST&PS)



CITY OF SEDONA
2020

THANK YOU!

A big thank you to the following for your participation in the planning process:

GO Sedona Citizen Work Group: Doug Copp, Jeremy Hayman, Laura Howe, Paul Kelson
April Payne, Lars Romig, Irwin Sheer, Christine Siddoway, and Vic Thompson

Coconino National Forest - Red Rock Ranger District: Chris Johansen and Forrest Saville

Sedona Red Rock Trail Fund, Sedona XYZ, Verde Valley Cyclists Coalition

City of Sedona staff from Public Works, Community Development, Police Department,
Parks and Recreation, Sustainability Program, Economic Development Program

Members of City Council and the Planning and Zoning Commission

All of the individuals that provided input and attended meetings.

Everyone that walks, bikes, runs or rolls in Sedona!

INTRODUCTION.....	4
GOALS.....	5
BENEFITS	6
OPPORTUNITIES	7
PAST PLANS.....	8
SURVEYS.....	9
RECOMMENDATIONS.....	10
PATHWAYS NETWORK.....	10
WEST SEDONA CONNECTIVITY	15
STATE ROUTE 179.....	19
BIKEWAYS	20
TRAILHEAD SYSTEM	22
AMENITIES.....	24
PROGRAMS.....	25
IMPLEMENTATION.....	27

RESOURCES	29
PATHWAY DESIGNS	29
ELECTRIC BIKES.....	34
STRATEGIES AND PROJECTS.....	35
REFERENCES	39
APPENDIX	
A. LIST OF PROPOSED PATHWAYS	
B. PUBLIC OPEN HOUSE RESULTS	
C. WIKIMAP PUBLIC COMMENTS	

With over 300 days of sunny weather, Sedona sits at the base of towering red rock formations and is surrounded by public land with almost 300 miles of world-class trails. These ideal conditions make getting outside the reason people live in Sedona.

Incorporating in 1988, much of Sedona was developed without walking and biking facilities like sidewalks and paths. The 2014 voter-approved Community Plan sought to remedy this with the goal of creating a more walkable and bikeable community, which is closely tied to the goal of reducing traffic congestion.

The City's Transportation Master Plan (TMP) of 2018 identifies 12 strategies to reduce traffic congestion in Sedona, which is a top priority for City Council. Strategy 11 calls for bicycle and pedestrian improvements.

The Get Outside! Sedona Pathways Plan (GO Plan) is a blueprint for making Sedona a more walkable and bikeable community over the next 10 years. The plan identifies and prioritizes opportunities that were only touched on at a high level in the TMP. The GO Plan is a master plan driven by public input that takes it to the next level of detail by asking the community:

1. What walking and biking improvements do you want?
2. What are the priority projects over the next 10 years?

The GO Plan also introduces the "Sedona Trails and Pathways System", or ST&PS as a network of pathways that makes walking and biking a viable option for getting around the city. This plan uses

the term "pathways" to encompass all types of bicycle/pedestrian facilities. As each pathway is completed and marked with the ST&PS logo, you will see the system grow throughout the city, as a visible reminder that you too can "Get Outside!" and walk or bike Sedona.

With the implementation of this plan, there will no longer be a gap between Sedona's world-class trail system and how to safely get there on foot or bike. More than this though, Sedona will be a more connected community: neighborhoods to each other; residents and visitors to major destinations like schools, parks, shopping, and the National Forest; and people of all ages and abilities to everything Sedona has to offer.

Planning Process and Public Input

This plan is built upon public input and the recommendations of previous plans, such as the 1996 Trails and Urban Pathways Plan. The priorities of previous planning efforts are consistent with the feedback from 2019 and 2020 (a summary of those plans is on page 8). The recurring themes can be seen as further evidence of what the community considers the most important projects to tackle if Sedona is to be more walkable and bikeable.

The process for gathering public input for the GO Plan included:

- Work Group of citizens representing different areas of town
- Wikimapping, an on-line interactive website



where anyone could draw their ideas on a map of the city and comment on other posts. (Appendix C).

- Focus groups of interested individuals and organizations met to discuss priorities
- Public open house where attendees could review pathway recommendations and prioritize projects (Appendix B).

Organization of the Plan

At the heart of this plan is the Pathways Network, which is the vision for Sedona's bicycle/pedestrian transportation network over the next 10 years (see the maps on pages 12-14 and Appendix A).

The plan goes into more detail on specific aspects of the Pathways Network:

- Priority issues for West Sedona
- State Routes 89A and 179 (hereafter referred to as "89A" and "179")
- A city-wide bikeways network.

The Recommendations section also addresses:

- Trailhead System
- Amenities such as signs and bike parking
- Programs for education and encouragement

The Resources section includes:

- Examples of pathway designs
- Information on e-bikes
- Summary list of strategies and projects
- References and acronyms

GOALS

The development of this plan was guided by the following goals, which will also guide the implementation of the proposed projects and programs.

Safety

- Improve the safety of bicyclists and pedestrians
- Provide pathways that offer safer alternatives to 89A in West Sedona.

Connectivity & Mobility

- Reduce traffic by increasing the number of people walking and biking instead of driving.
- Connect community destinations with safe and convenient pathways so residents can walk or ride from home to:
 - Shopping centers and commercial areas
 - Schools and transit stops
 - City parks and National Forest system trails
- Improve connectivity with more continuous and direct pathways, especially for neighborhoods that are lacking in street connections.
- Provide an equitable distribution of trailhead parking throughout the city to reduce the impacts of parking on any one neighborhood.

Experience

- Encourage healthy and active lifestyles.
- Provide a system of pathways that serves people of all ages and abilities.
- Improve the experience and convenience of walking and biking in Sedona.
- Provide amenities and support facilities that improve the experience, such as signage, maps, and bike racks.
- Follow best practices and standards for facility design.

Education

- Encourage people to walk or bike instead of driving.
- Provide information and maps such as where to go, how to get there, and trail etiquette.
- Inform residents of the benefits of pathways, such as the potential for increased property values and environmental benefits.
- Educate the community to safely share the road with all users.

Community Plan Vision

Sedona is a community that nurtures connections between people, encourages healthy and active lifestyles, and supports a diverse and prosperous economy, with priority given to the protection of the environment.

Note:

The goals to the left are also listed with the relevant Recommendations (in text boxes like this).

GO Sedona Vision:

Improve Safety ➤ Improve Experience ➤ Increase Walking/Biking ➤ Reduce Traffic

= Healthy, Happy and Active Sedona

BENEFITS

There are many benefits that come from a system of pathways for walking and biking in Sedona. Nearly everyone gains in some way or another: residents, families and kids, businesses, employers and employees, tourists, and the environment.

Transportation

- Improved safety for people walking and biking.
- An alternative to driving a car
- An option for those who cannot drive
- Less traffic on the roads because more people are walking/biking instead of driving
- Lower demand for parking if people walk/bike

Resident Quality of Life

- It's healthy - the exercise is good for health and wellness
- It's social - people are more likely to talk to each other on foot (or bike) than driving
- Offers small town character to be able to walk or bike to school, stores, movies, parks, or a friend's house, whether you are a kid or adult.
- It's fun!

Economy

- Walkability can increase property values
- Revenue from spending on goods and services like guided tours or bicycle rentals
- Jobs from sales, services, instructors, guides, or business managers
- Quality of life feature that attracts telecommuters and new businesses
- Cost savings for individuals that save on car expenses

Sustainability

- Improved air quality from reduced carbon emissions
- Building pathways is lower cost and takes less resources than building roads
- No need to buy gas to operate bicycles

Walkability and Property Values

"Trails, according to a National Association of Homebuilders study, are the number one amenity potential homeowners cite when they are looking at moving into a new community. Trails provide communities with a valuable amenity that translates into increased housing values, a positive impact on property values and enhanced tax revenue for municipalities.

- "Transit-Oriented Development to Trail-Oriented Development," National Association of Realtors

There are many studies and references that have found a positive correlation between walkability and property values. The book, "Walkable City Rules - 101 Steps to Making Better Places," by Jeff Speck cites several examples, including the following excerpts.

"As a typical example, homes in Denver's walkable neighborhoods sell at a 150% premium over those in drivable sprawl.

"In Charlotte, each Walk Score point (on a scale of 100) translates into about a \$2,000 increase in home value".

"In Indianapolis, proximity to bike paths was demonstrated to add an average of 11% to the value of a house; in Brooklyn, the number was 16%".

OPPORTUNITIES

What makes Sedona unique and why people choose to visit or move to Sedona are what make it an excellent place for walking and biking.

- The City's smaller size means shorter distances
- Most neighborhoods in Uptown and West Sedona are within a 10 minute walk to commercial areas (see Figure 1)
- Speed limits rarely exceed 35 mph
- Most neighborhood streets have a low volume of traffic
- The climate is dry and sunny
- The city is surrounded by an extensive National Forest trail system
- The scenery is outstanding, whether you are on a trail or city streets

Development in Sedona did not happen with walking and biking in mind. It developed as a rural community with incremental, unplanned growth before incorporation in 1988. Most neighborhoods have no sidewalks and for those that do, sidewalks are on only one side of the street. The main thoroughfares are 89A and 179, which are hard to avoid due to the lack of alternate routes or the need to cross them.

Overcoming these challenges will take a strategic approach. Efforts should focus on adding pathways where they are needed most. They should connect people to where they want to go, in as direct and continuous a route as possible.

Sedona's pathway system needs to appeal to everyone if we expect everyone to use it. It should be designed for all ages and abilities, taking into

consideration the quality of the experience. If people feel safe and enjoy it, they are far more likely to choose walking and biking over driving.

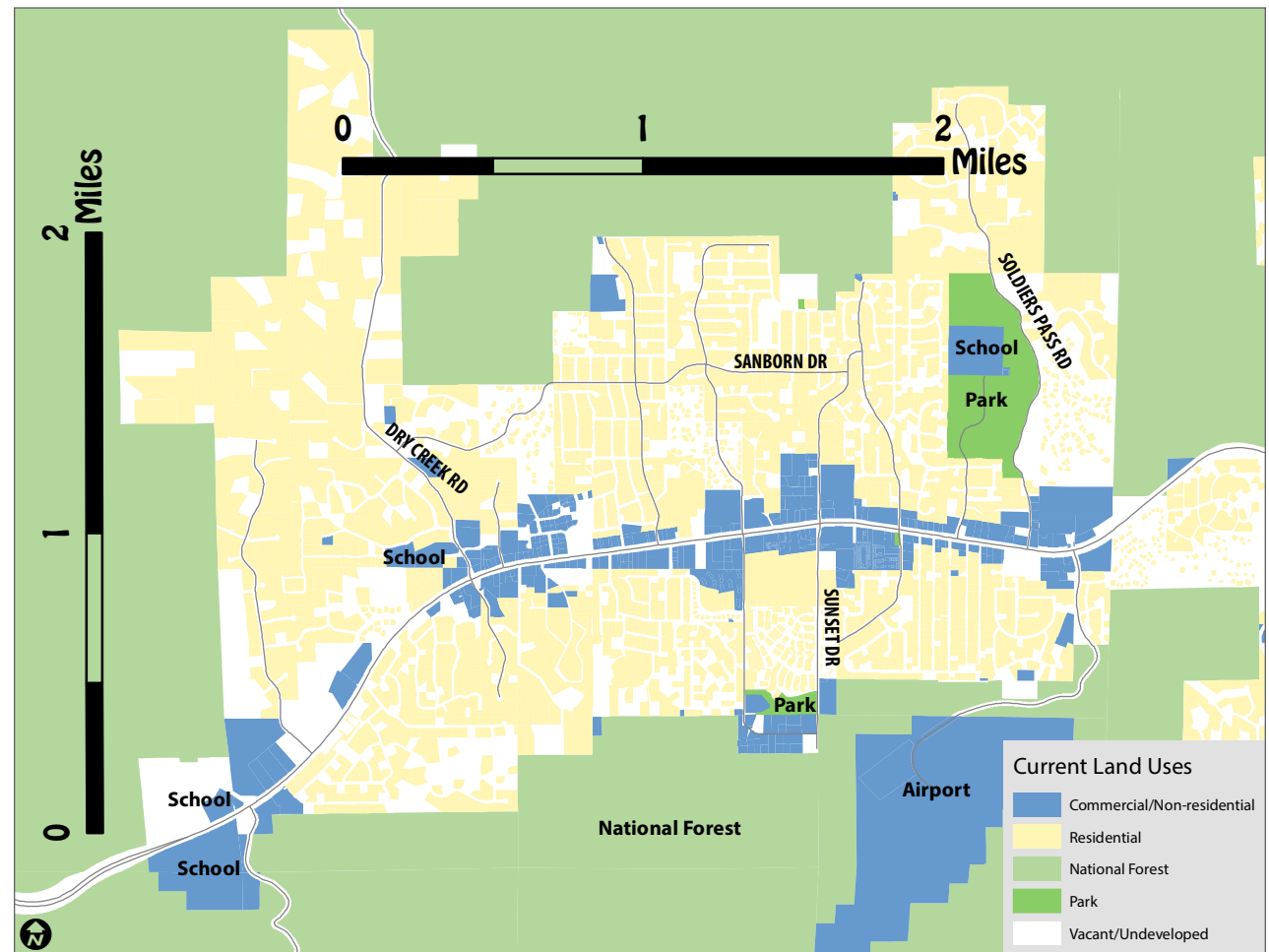


Figure 1. Walkable Distances in West Sedona
Nearly all residents in West Sedona are within a 20 minute walk, or 1 mile of the 89A commercial corridor.

PAST PLANS

Several plans and studies over the years have addressed the need for bicycle and pedestrian improvements in Sedona. This is the first plan that focuses solely on meeting the needs of people walking and biking in the city.

The planning process for the GO Plan reviewed these and other plans along with public input to identify potential pathways. The most relevant plans and their findings are summarized below. Copies of the plans can be found on the City website: www.sedonaaz.gov/GO.

Over a twenty-five-year span, these plans consistently identified the same top issues of concern, all of which are among the GO Plan recommendations:

- Alternatives to West 89A
- Dry Creek Road
- Access to Forest Service trails
- Connections between neighborhoods

2018 Transportation Master Plan (TMP)

This plan recommends a multi-modal approach to Sedona's traffic congestion, including street improvements, a transit system, and bicycle/pedestrian improvements. The public feedback for the GO Plan is consistent with the TMP recommendations: 1) connection between Uptown and West Sedona, 2) Dry Creek Road, 3) bicycle boulevards both north and south of West 89A, 4) sidewalk connections, and 5) safe crossings of West 89A.

2014 Sedona Community Plan

Walkability and improving traffic flow are two of the six vision themes from the Community Plan. The GO Plan also fulfills several action items listed in the Community Plan: complete a pedestrian and bicycle master plan, and trails plan.

2012 Sedona Parks and Recreation Master Plan

One of the top five capital priority recommendations of this plan was to "Develop improved trail/pathway connectivity in Sedona." The public outreach process also identified the need for alternatives to West 89A and improved access to Forest Service trailheads.

1996 Trails and Urban Pathways Plan

This plan was organized along the two components: trails and urban pathways. Nearly all of the trail and trailhead recommendations on public land were completed, including one of its major goals for National Forest trails to connect as a loop around the city. The urban pathways component was less successful with only about 1/3 of the recommendations completed. Most of those were associated with development such as sidewalks built with new subdivisions.



1994 Red Rock Pathways Plan

This was a regional plan that identified major corridors for recreation and transportation in and around Sedona. The "Red Rock Pathway" was the focal point of the plan, which was to be a thirty-mile loop connecting Sedona with the Village of Oak Creek and Red Rock State Park, mostly along roads and highways.

SURVEYS

Most Sedona residents think walkability and bikeability are important to Sedona's quality of life, as the following survey results show.

To gauge budget priorities, a 2020 survey of residents found that 68% of respondents were in support of allocating *additional* funding for walking and biking improvements (see Figure 2). When asked to rank three topics by priority, the results were 1) transit, 2) walking and biking improvements, and 3) housing.

In 2017 Sedona participated in a National Citizen Survey and the results are outlined in the Sedona Community Livability Report. As Figure 3 shows, residents were in favor of improving Sedona for walking and biking.

Also in 2017, the community survey for the TMP found that 59% of respondents were very likely or somewhat likely to support bicycle/pedestrian improvements. This was in the context of potential transportation improvements to address traffic congestion.

The 2012 Parks and Recreation Master Plan conducted a community survey that also showed strong support for bicycle and pedestrian improvements:

- Developing a creek access trail or park on Oak Creek (78%)
- Upgrading/expanding existing Forest Service trailheads (76%)
- Developing soft surface, natural, walking and biking trails, and paths (74%)
- Developing more walking/biking trails within the City (73%)

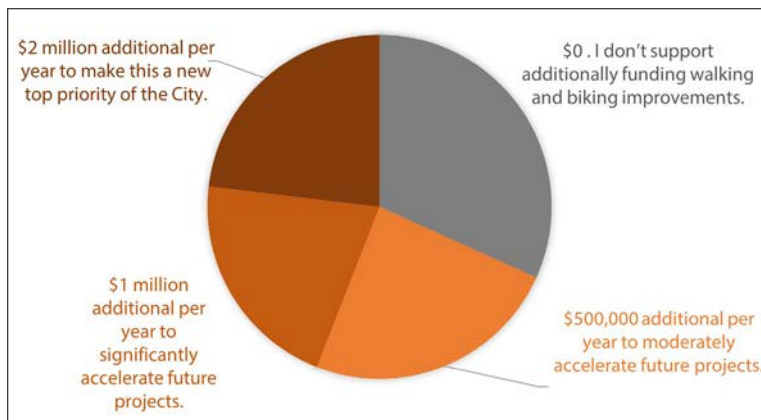
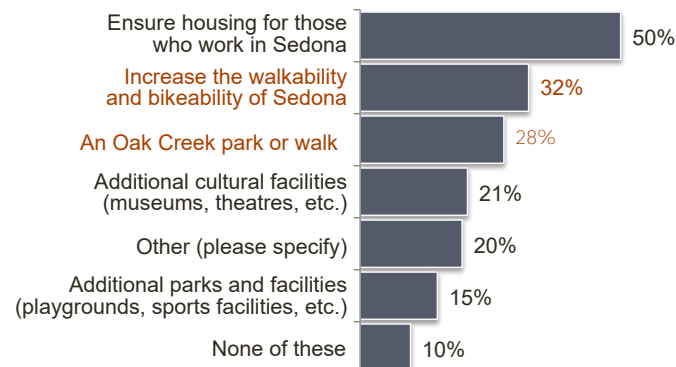


Figure 2. 2020 Citizen Budget Survey for Fiscal Year 2021.

Response to question regarding "what level of funding do you support for walking and biking improvements in addition to what is already allocated?"

Question on City Investment Priorities:
"Cities are faced with difficult choices with limited budgets. While the City is currently working on solutions to reduce traffic, please select up to two (2) additional priorities you would want the City to invest in over the next few years."

(Total may exceed 100% as respondents could select more than one option).



Question on Improving Alternative Transportation Use:

"To what extent do you agree or disagree that each of the following would increase your use of a bicycle or walking as a means of alternative transportation: I would ride a bicycle or walk more often if..."

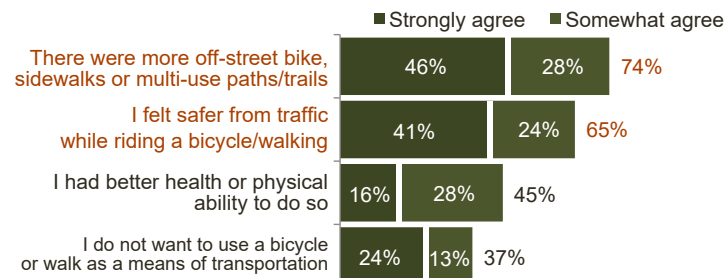


Figure 3. 2017 National Citizen Survey Results

PATHWAYS NETWORK

The Pathways Network shown on the following pages (Figures 4-6) is the community vision for a transportation system for walking and biking in Sedona. The network is expected to be a combination of sidewalks, shared-use paths, bike lanes, and bike routes. See Appendix A for a list of the proposed pathways shown on the maps.

How Pathways Were Selected

The Pathways Network is the outcome of a comprehensive process:

1. Identifying Routes
 - Public input from the interactive, on-line WikiMap program
 - Recommendations from previous plans
2. Evaluation of potential pathways
 - Input on preferences and priorities from focus groups, the Work Group, and a public open house
3. Selection of recommended pathways
 - Consideration of feedback, plan goals (see page 5), and feasibility of implementation

Implementation of the Pathways Network

Not all of the lines on the map will require costly construction, for example some bikeways can be delineated with signs. Few will require any land acquisition, as the majority of pathways are within the public right-of-way.

Some of the pathways will be City capital improvement projects, overseen by the City Public Works Department. Others could be built as part of a private development project, such as a housing subdivision or hotel.

Prior to implementation of a project the City will work with all stakeholders to address neighborhood concerns.

Pathway Designs

The type of pathway is not specified on the maps. This will be determined on a case-by-case basis. The design will take into consideration a variety of factors, such as right-of-way or corridor width, and the volume of traffic (both vehicular and anticipated bicycle/pedestrian use). The following is a summary of the possible types of pathways. See "Pathway Designs" on page 29 for examples of each.

On-Street Pathways

- **Multi-modal:**
 - Complete Street
 - Designed for all modes (cars, bikes, pedestrians)
 - Shared-use Path
 - Scenic Pathway
 - Paved Shoulder
 - Slow Street/Bike Boulevard
 - Street shared by all
- **Mode specific:**
 - Bike Lane
 - Sidewalk

Off-Street Pathways

- Shared-Use Paths
- Trails

Goal

- Provide a system that serves people with a range of abilities, skills, and experience.
- Connect community destinations with safe and convenient routes so residents can walk or ride from home to:
 - Shopping centers and commercial areas
 - Schools and transit stops
 - City parks and National Forest system trails

High Priority Projects

The following is a summary of the high priority projects, which are discussed in more detail on the following pages.

- **Cooks Hill on 89A**
Cooks Hill is a vital link between West Sedona and the rest of the city. Quite a few comments were that unless improved, people would continue to avoid this critical connection.
- **Dry Creek Scenic Pathway**
Dry Creek was a favorite with the community as an important link to the National Forest trails northwest of the city, and for its potential to become a stand-alone recreational experience.
- **Red Rock Scenic Pathway Improvements**
The shared-use path along 179 is already in place. Signs and pavements markings would raise awareness of the path and improve the experience.
- **Alternate Pathways South of West 89A**
Many people do not feel safe or comfortable riding on 89A which can prevent some from riding their bike.

- **Coffee Pot and Andante Sidewalks/Pathways**
These busy streets link dense neighborhoods to the 89A commercial corridor yet have no sidewalks or bike lanes.
- **West 89A Intersection Improvements**
One of the challenges of biking in West Sedona is crossing 89A, even where there are stoplights.

Other priority projects that are already in design:

- Thunder Mountain-Sanborn
- Soldiers Pass Road
- Chapel Road

Scenic Pathways

Similar to America's Scenic Byway program, a new designation of "Scenic Pathways" is proposed. Two premier pathways with this designation will be distinguished from the others for their outstanding features and amenities:

- Red Rock Scenic Pathway (on 179)
- Dry Creek Scenic Pathway

The scenic pathways can be used for both transportation and recreation, as both paths link residential neighborhoods to commercial areas and to the National Forest. These will become destinations that highlight Sedona's exceptional scenic and recreational qualities. Additional amenities such as waystations and interpretive signs can add to the experience.

The Red Rock Scenic Pathway on 179 is already in place and is just in need of improvements and amenities such signs. The Dry Creek Scenic Pathway will begin in 2020 with construction at

the northernmost end, which is a partnership with the The Estates at North Slopes homeowners association.

Creekwalk

Oak Creek is a tremendous asset to the community, yet there is no public access within city limits. A proposed pathway along Oak Creek through the Uptown area has been a recommendation of every Sedona Community Plan since incorporation.

The challenges include: crossing multiple properties which requires the support of each landowner; existing development that in some cases is built to the edge of the creek; and the potential impacts to the sensitive riparian environment.

While the creekwalk has always had the support of Sedona residents, key property owners have yet to buy into the idea. However, as properties along the creek develop or redevelop, there may be opportunities that did not exist in the past. New developments, both residential and commercial, recognize that access to trails and open space is a sought-after amenity for potential customers.

Uptown Sedona

Uptown Sedona is essentially a pedestrian district, however one that is sorely lacking in sidewalks. The Pathways Network map shows where sidewalks are proposed. The Uptown Community Focus Area Plan will include more detailed information about pedestrian improvements.

WEST SEDONA PATHWAYS NETWORK

Notes on the legend:

- Planned pathways are underway or in design.
- Trailhead includes parking, whereas "Access" is walk/bike-in.
- Existing access may show as "Proposed" where there is a need to establish legal public access.
- The type of proposed pathway is to be determined.

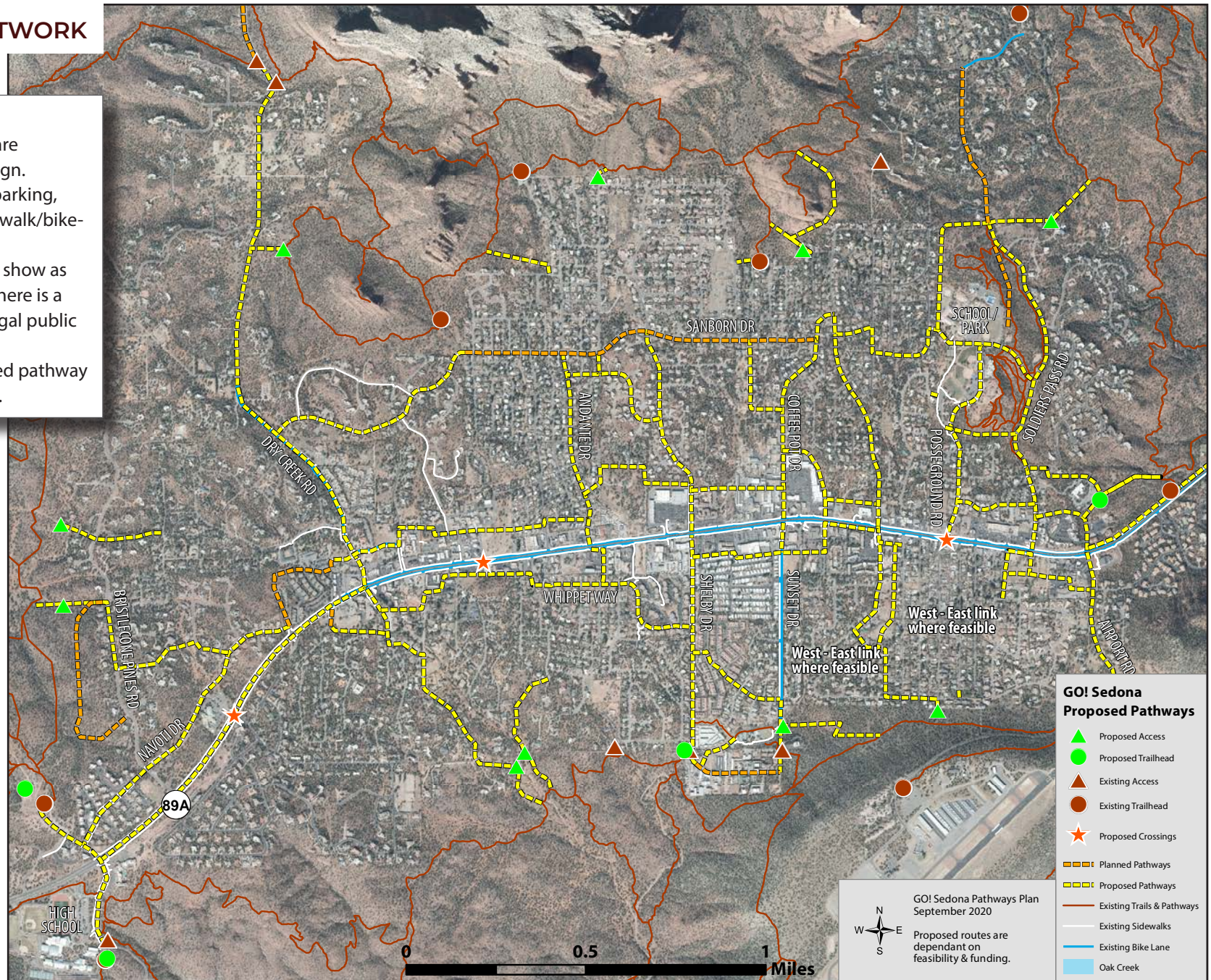


Figure 4. West Sedona
Proposed Pathway
Network

UPTOWN AREA PATHWAYS NETWORK

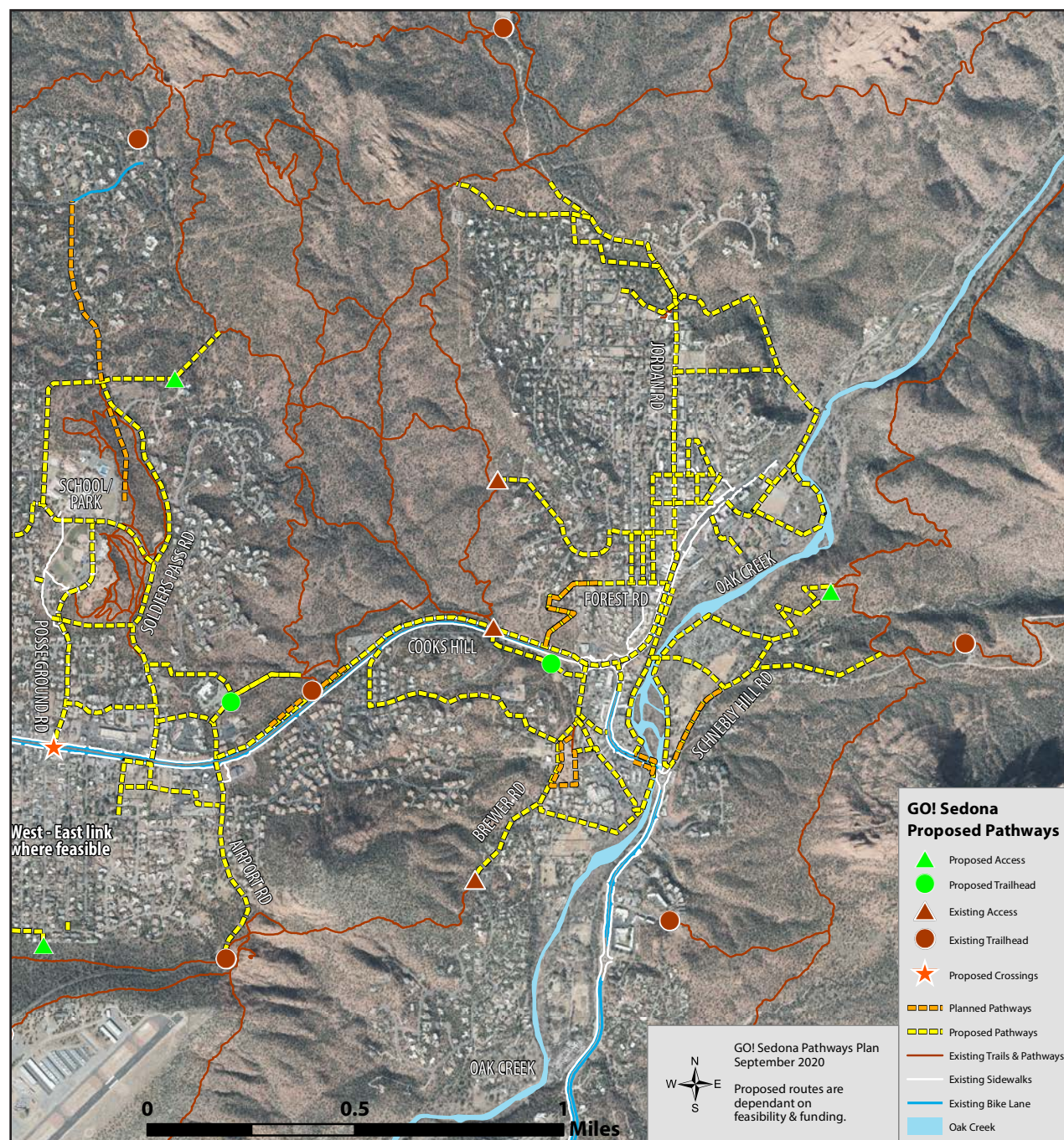


Figure 5. Uptown Area Proposed Pathway Network

CHAPEL AREA PATHWAYS NETWORK

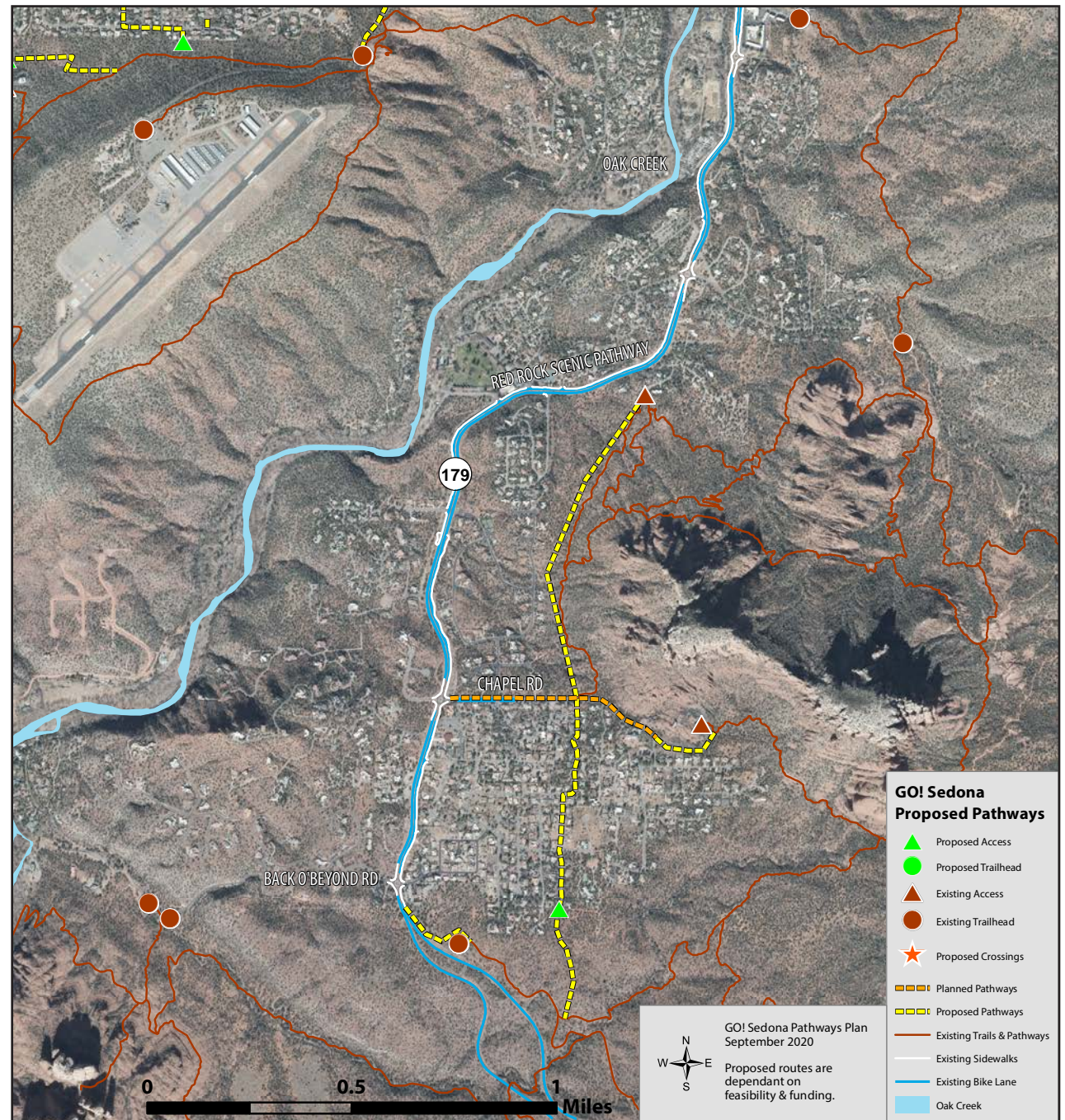


Figure 6. Chapel Area Proposed Pathway Network

WEST SEDONA CONNECTIVITY

A 2016 survey for the TMP included a question on mobility issues in West Sedona. From a list of issues, people were asked to identify 'problems' which were described as: "This is NOT OK. I support spending City funding to prevent this situation from happening in the future." The top two problem areas in West Sedona were:

- 1) pedestrian and bicyclist safety, and
- 2) the lack of neighborhood connections.

The following strategies are intended to address these two issues.

Strategies

1. Create connected pathways throughout West Sedona to enable safe, off-highway pathways for walking and biking.

West Sedona's early development pattern was all oriented to 89A. Commercial businesses had highway frontage and subdivisions were reached from 89A. Street connections were simply to 89A and within a neighborhood. The problem we are left with today is that there are areas with few, if any connections across neighborhoods. Why that matters for walking and biking is that it forces people to 89A. More than likely, if you want to go east or west your journey will look more like a horseshoe than a straight line. From a walking or biking perspective, there are two issues with that, 1) a trip can take longer than a more direct route, and 2) it is hard to avoid using 89A, the most congested road in West Sedona.

2. High Priority Sidewalks: Coffee Pot and Andante

The housing developments of early Sedona also did not have sidewalks. The City's Land Development Code has evolved over time from no

sidewalks required, to a sidewalk on one side, to today's requirement of sidewalks on both sides of the street in new subdivisions.

Coffee Pot and Andante Drives were singled out by the community as high priorities for sidewalks. As collector streets for multiple neighborhoods they have a relatively high volume of traffic. Providing a pathway can improve safety and also result in more people feeling comfortable enough to start walking or biking.

Goals

- Connect community destinations with safe and convenient routes so residents can walk or ride from home to:
 - Shopping centers and commercial areas
 - Schools and transit stops
 - City parks and National Forest system trails
- Improve the experience and convenience of walking and biking in Sedona.

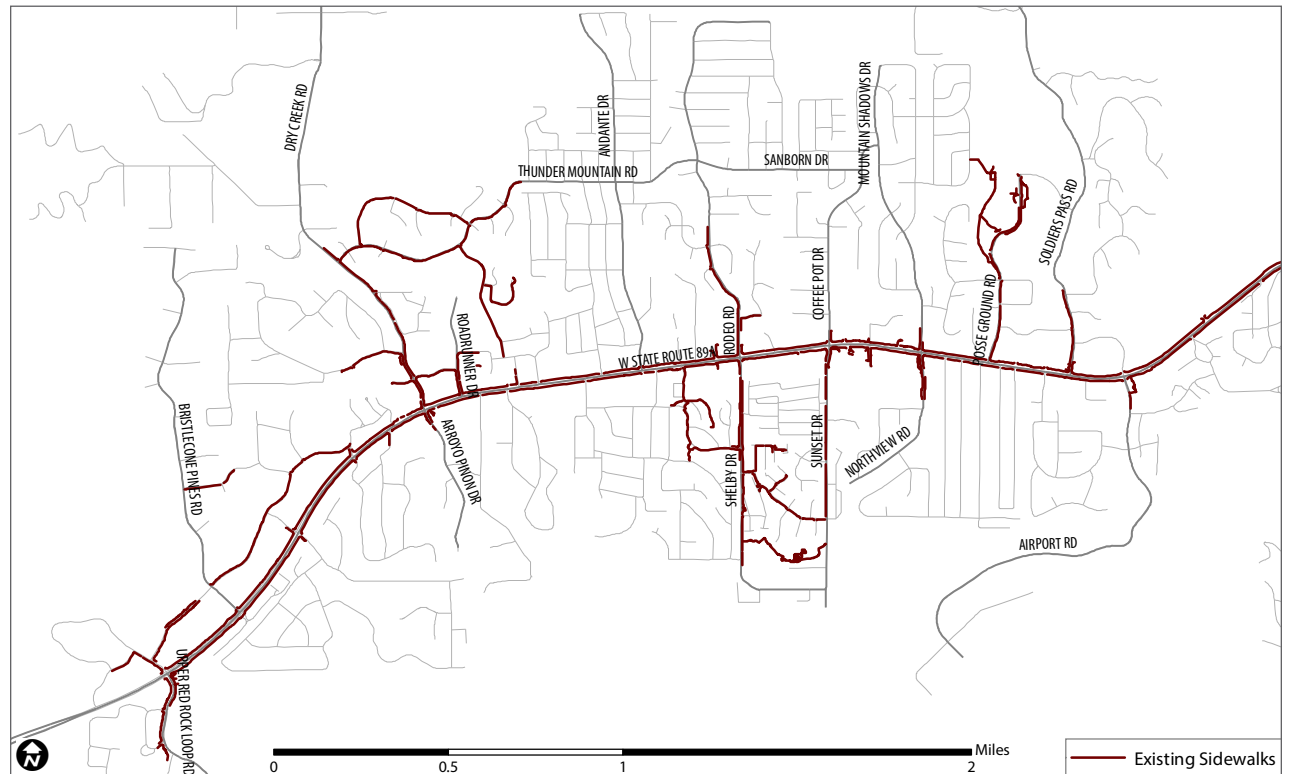


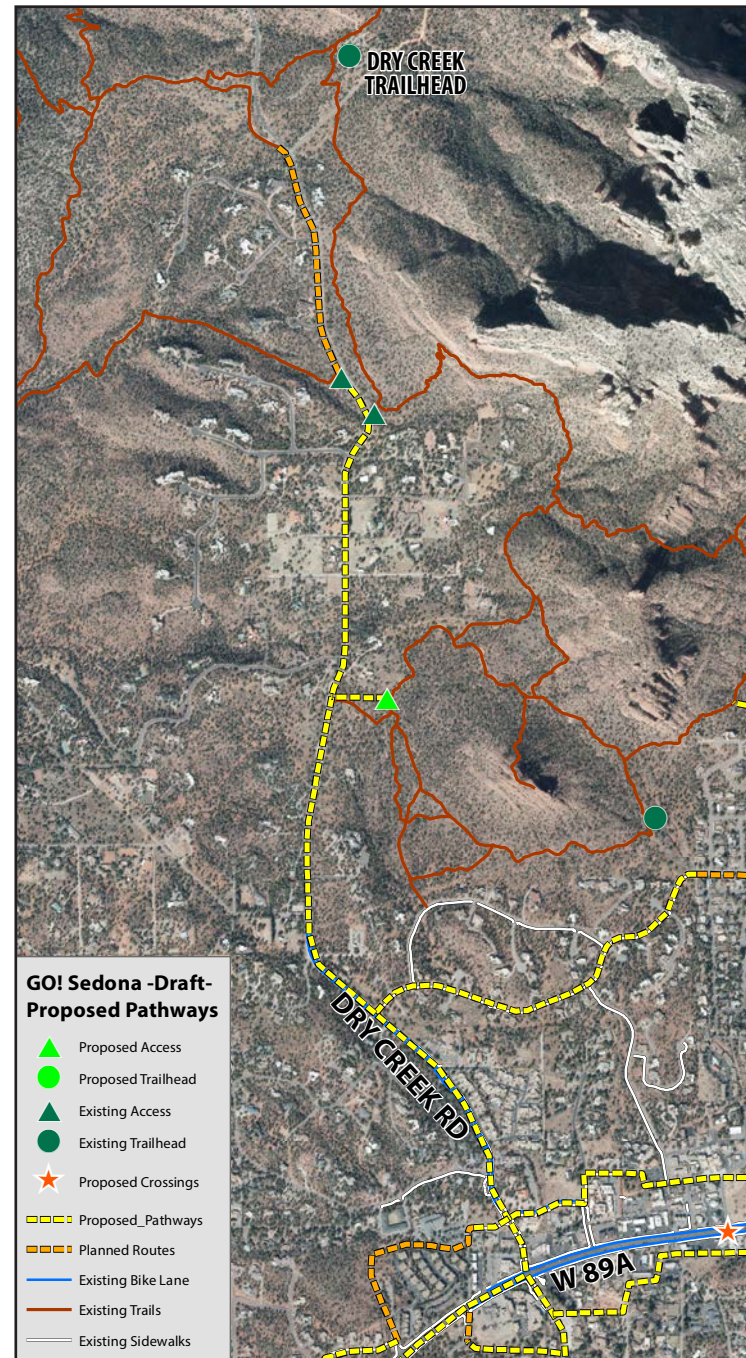
Figure 7. Existing sidewalks

WEST SEDONA CONNECTIVITY, PAGE 2

3. Build the Dry Creek Scenic Pathway, a shared-use path on Dry Creek Road from 89A to the city limits.

Dry Creek Road has consistently been mentioned as a top issue during the public outreach for this plan. It was also in the previous plans, which called for either widened shoulders and striped bike lanes (1994), bike lanes and sidewalks (1996), or wide paved shoulders (2018). What is different about the GO Plan strategy is the idea for it to be a recreational asset itself. It would still serve the purpose of a safer route to get to and from destinations. As a shared-use pathway it would be wide enough for people of all ages and abilities to walk or bike. The Scenic Pathway designation will establish it as a destination experience that has additional amenities from other pathways.

Figure 8. Dry Creek Road Corridor



WEST SEDONA CONNECTIVITY, PAGE 3

89A in West Sedona

"The absence of an alternate east-west route forces bicyclists and pedestrians to use Highway 89A as the main route for travel through West Sedona. Many conflicts occur between bicyclists, pedestrians, and motorists along the highway right-of-way. In order to avoid the dangers of riding on the highway, many bicyclists ride on the narrow sidewalks intended for the exclusive use of pedestrians. Increasing highway traffic, the number of driveways along the roadway, and the need for frequent left-turn movements by motorists add to the tensions between motorists, pedestrians, and bicyclists."

This quote is from the 1996 Trails and Urban Pathways Plan, yet it could have been written today. The 2019-2020 community feedback mirrored this sentiment, in addition to pointing out that 89A was a significant obstacle to making Sedona more walkable and bikeable. The experienced cyclist may feel comfortable riding on or across the highway, but a less experienced rider will not and this may be the reason they decide not to bike.

The data shows that these are valid concerns. West 89A is where most of the crashes that involve a bicyclist or a pedestrian happen, especially at major intersections. See Figure 9 for the general location of crashes from 2014-2019.

Suggestions for improving 89A have included creating a protected bike lane or widening the sidewalks for use by bicycles and pedestrians. To add to the complications with what to do is how to do it. Any changes must be done with ADOT

as the authorizing partner, as the West Sedona portion of 89A is ADOT right of way.

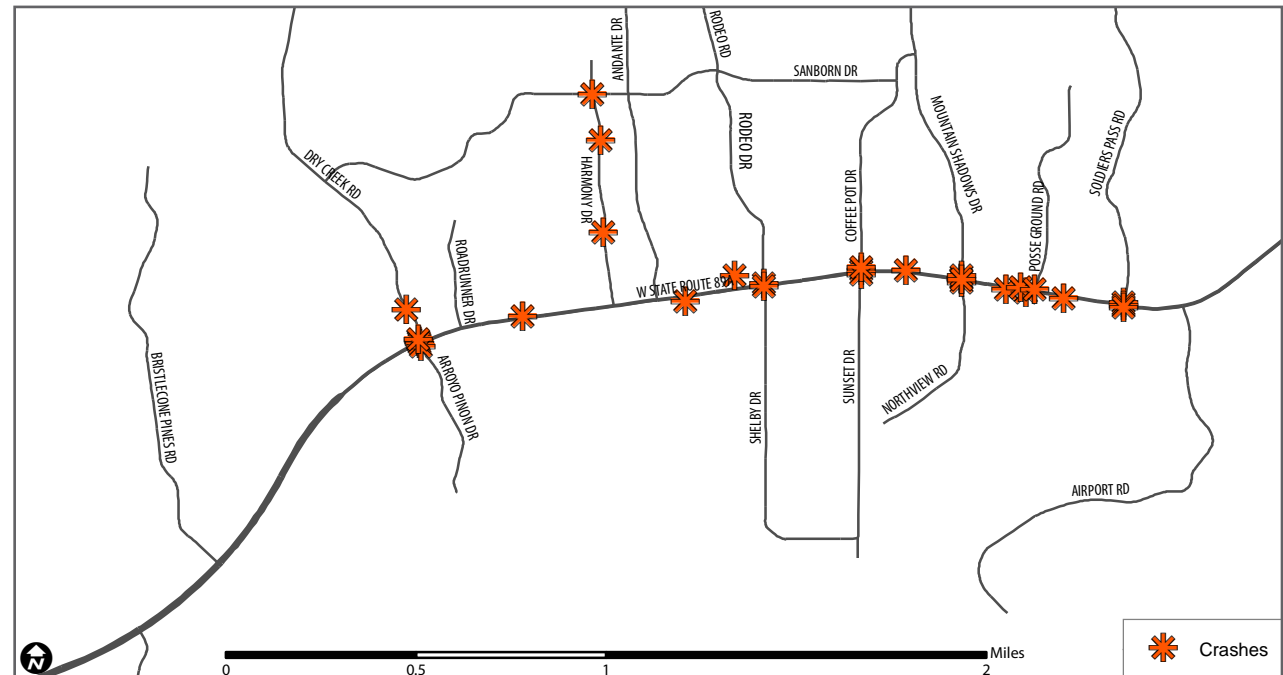
4. Reduce the number of driveways on West 89A.

The biggest hazard to people walking or biking on 89A are all of the driveways that intersect with the bike lane and sidewalk. People walking, biking, or driving all need to be wary of each other at every driveway, and there are far more driveways than necessary. Many businesses have multiple driveways and few are shared with adjacent businesses. Driveways can be consolidated through redevelopment, however that occurs sporadically with short segments at a time. Every effort should be made to reduce the number of driveways by consolidating and eliminating redundant or unnecessary driveways.

Goals

- Improve safety for people walking or biking
- Provide routes that offer safer alternatives to 89A in West Sedona.

Figure 9. Vehicle crashes with pedestrians or bicycles in West Sedona, 2014-2019



WEST SEDONA CONNECTIVITY, PAGE 4

Crossing 89A

"Intersections are the place where the most vehicle-bike conflicts occur. In 2017, 43% of urban bicyclist fatalities occurred at intersections. On many streets, large turn radii and wide lanes encourage drivers to make sweeping, fast turns. These design decisions increase exposure and risk for people walking and biking, reduce the safety and comfort of the bike network, and discourage cycling. As cities work to make streets safer and more welcoming for bicyclists of all ages and abilities, intersection design is key".

-National Association of City Transportation Officials (NACTO)

Given these findings and the fact that in Sedona most crashes are at intersections on 89A, there needs to be a focus on improving how people safely cross the highway. There are two issues that need to be addressed: 1) existing signalized intersections (where there are stoplights), and 2) additional designated crossings designed for people walking or biking.

5. Improve bicycle and pedestrian safety at major 89A intersections, for people walking or biking along the highway, and for those crossing 89A from neighborhood streets.

Crossing 89A should be safer at signalized intersections, however they present additional challenges for people on bikes. Leading up to an intersection with 89A, the City streets have no bike lanes so bikes must merge into traffic. Another challenge is not being able to trigger a signal without being on the sidewalk. To avoid these problems, some bicyclists would rather take their

chances and cross the highway elsewhere. There are numerous best practices for design features to alleviate these concerns and make intersections easier and safer for people.

6. Posse Grounds at 89A is a high priority for a new, dedicated bicycle/pedestrian crossing.

The 2016 Transportation Master Plan recommends additional, mid-block crossings of 89A that are dedicated, signalized crossings for bicycles and pedestrians. To provide safe access to the West Sedona School and Posse Grounds Park, a new

crossing at 89A and Posse Ground Road is the highest priority. Another crossing is recommended at Southwest Drive. See page 33 for an example.

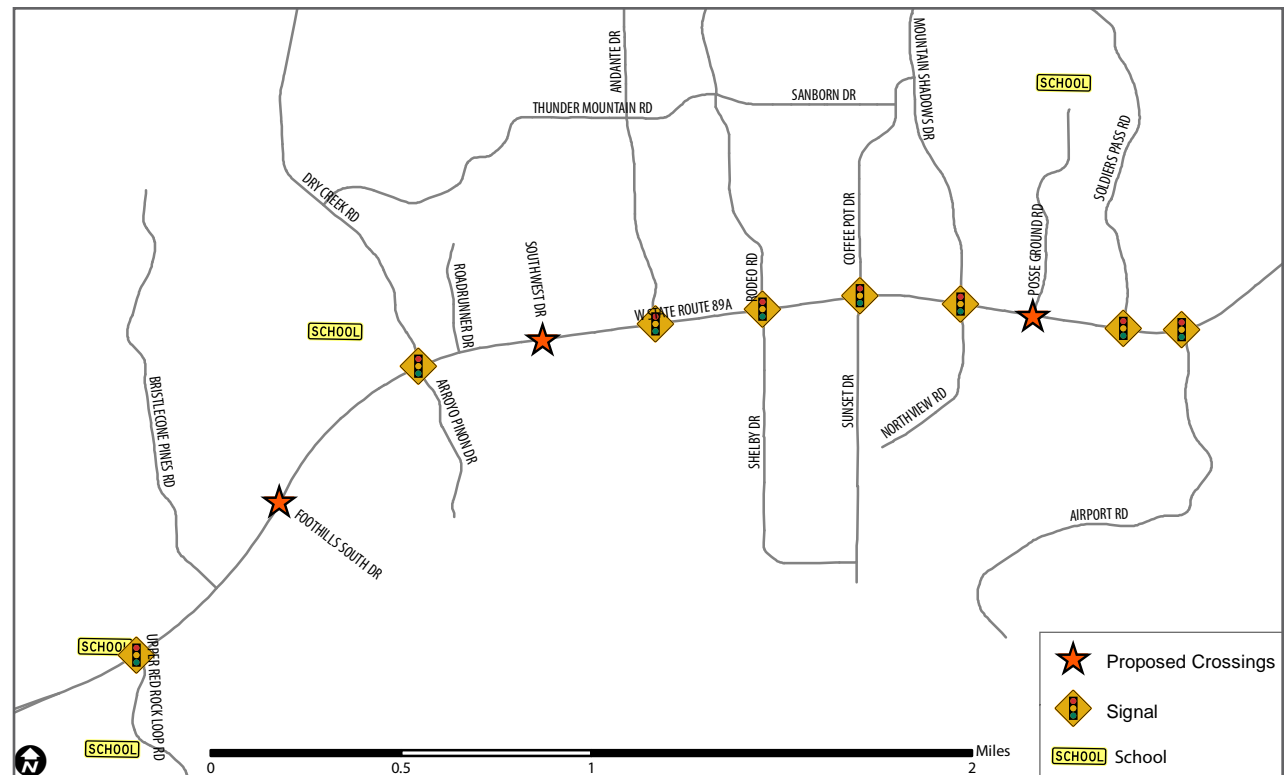


Figure 10. Proposed and Existing Signalized Crossings of West 89A

STATE ROUTE 179

Strategies

7. Designate the 179 path as the "Red Rock Scenic Pathway" with enhanced signage, striping, and amenities.

Where the State Route 179 "Scenic Byway" ends near the City limits is where the paved path begins. When you are driving it may look like a sidewalk, when in fact it is a shared use path that is 10' wide (in most locations) and open to both pedestrians and bicyclists. This is Sedona's longest paved pathway at 3 miles, which provides a biking experience other than a bike lane or mountain bike trail.

Surprisingly, the path does not see as many bicyclists as you might expect for a scenic route in a busy tourist destination. This could change with minor improvements that will make it a better and safer experience, such as signage and pavement markings. See "Amenities" on page 24 for examples of other potential improvements.



8. Improve the safety and experience of roundabouts for people walking or biking.

There are no bike lanes through the Sedona roundabouts. Most people, whether driving or on a bike don't know what is expected. The theory is that the speed of cars in a roundabout is slow enough for a bicyclist to safely use the full lane and ride through a roundabout with the cars. Where there is a shared use path, such as 179, then the bicyclist can ride on the pathway, and if there is a sidewalk (narrower than a pathway), the bicyclist can dismount and walk on the sidewalk.

Education for bicyclists on what their options are at a roundabout could help improve the comfort level for the less experienced bicyclist to make their way through a roundabout. There is a video about bicycle safety in Sedona on the Visit Sedona website: <https://visitsedona.com/trip-planning/frequently-asked-questions/>.

9. Work with ADOT to add safety features that alert motorists when they stray into the 179 bike lane.

The suggestion is for bike-friendly, textured rumble strips. This request has been submitted to ADOT by the local bicycling group.

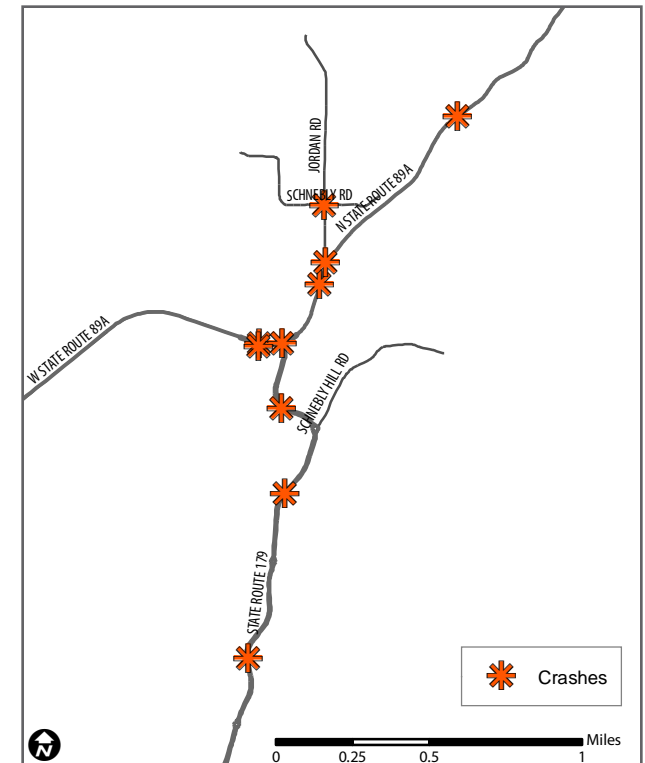


Figure 11. Vehicle crashes with pedestrians or bicycles in Uptown or on 179, 2014-2019

BIKEWAYS

If more people are to ride their bikes, Sedona needs a connected network of routes where bicyclist and pedestrian safety is the highest priority. This can be done with signage, traffic calming features, separated pathways, additional maintenance, and new connections.

Strategies

10. Develop a network of bikeways that makes traveling by bike a viable option for people of all ages and abilities.

Figure 13 on the following page shows the proposed network of *primary* bikeways in West Sedona. These routes were selected based on public input and were evaluated for feasibility, safety, experience, continuity, and linking destinations. To make it viable for getting around town on bike in West Sedona, there needs to be a grid-like network of routes that serves all neighborhoods. In Uptown, Jordan will serve as the primary north/south route, and along the 179 corridor, the Red Rock Scenic Pathway on 179 will be the focus.

11. Develop Cooks Hill into a safe and scenic experience by transforming the north sidewalk into a protected, shared use path.

Public feedback consistently mentioned Cooks Hill as one of the highest priorities for improving biking conditions in Sedona. It was described by some as an unpleasant experience to be avoided, and a "barrier" between West Sedona and the rest of the city. It is a long, curving hill that has a higher speed limit (40 mph) than other streets in Sedona.

After exploring multiple suggestions north and south of the highway, no other options were

considered feasible except to work within the existing right of way. The preferred approach is to widen the north sidewalk into a two-way shared use path with a buffer from the roadway. The increased width would allow for pedestrians and bicycles to travel in both directions. The outstanding scenic views are an added bonus that might just encourage people to walk or bike instead of driving.

This will require a partnership between the City, ADOT, and possibly the adjacent Coconino National Forest. This is within ADOT's jurisdiction, so the concept and design will need to be supported and authorized by ADOT.

12. Develop alternatives to 89A that are continuous and connected neighborhood routes.

People would like to be able to bike or walk to destinations in West Sedona without using the highway. Identifying potential pathways where there are no street connections has been the most challenging issue for this planning process.

The two priority areas due to the lack of continuous street connections are both south of the highway:

- Arroyo Piñon Dr to Thunderbird Dr, and
- Sunset Dr to Willow Way.

Routes between Sunset Dr. and Willow Way are not drawn on the map as there may be several options. The specific alignment for these and other areas without street connections will need to be determined in partnership with landowners.

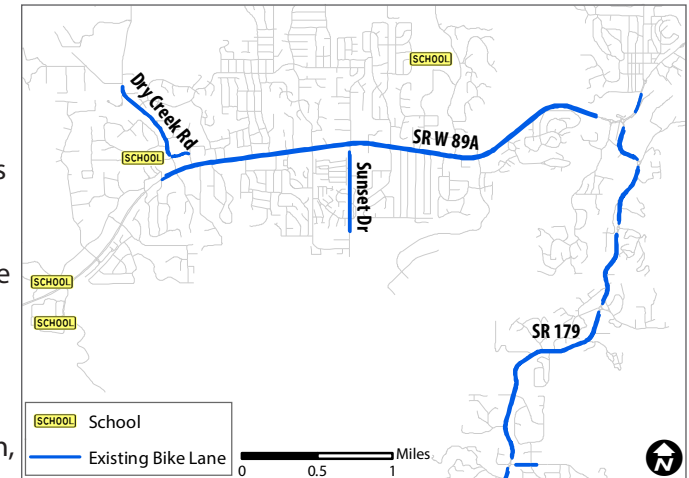


Figure 12. Existing Bike Lanes

13. Implement traffic calming and safety measures on designated bike routes.

Some routes may be considered 'bike boulevards', or 'slow streets' where bicyclists and cars share the road. Traffic calming features are added to improve the safety for people biking and walking, and may include a combination of signage, pavement markings, and other design features (see page 29 for examples).

14. Streets with designated bike routes have a higher level of maintenance to ensure a safe biking experience.

People on bikes need a clear, unobstructed path just as cars do. Obstacles and hazards for someone on a bike are a little different than for cars. The maintenance considerations for bike routes are providing a clear path along both sides of the roadway. Otherwise common occurrences are when a bicyclist has to swerve into the center of the road to avoid potholes along the edge of the road, or tree branches at eye level.

PRIMARY BIKEWAY NETWORK

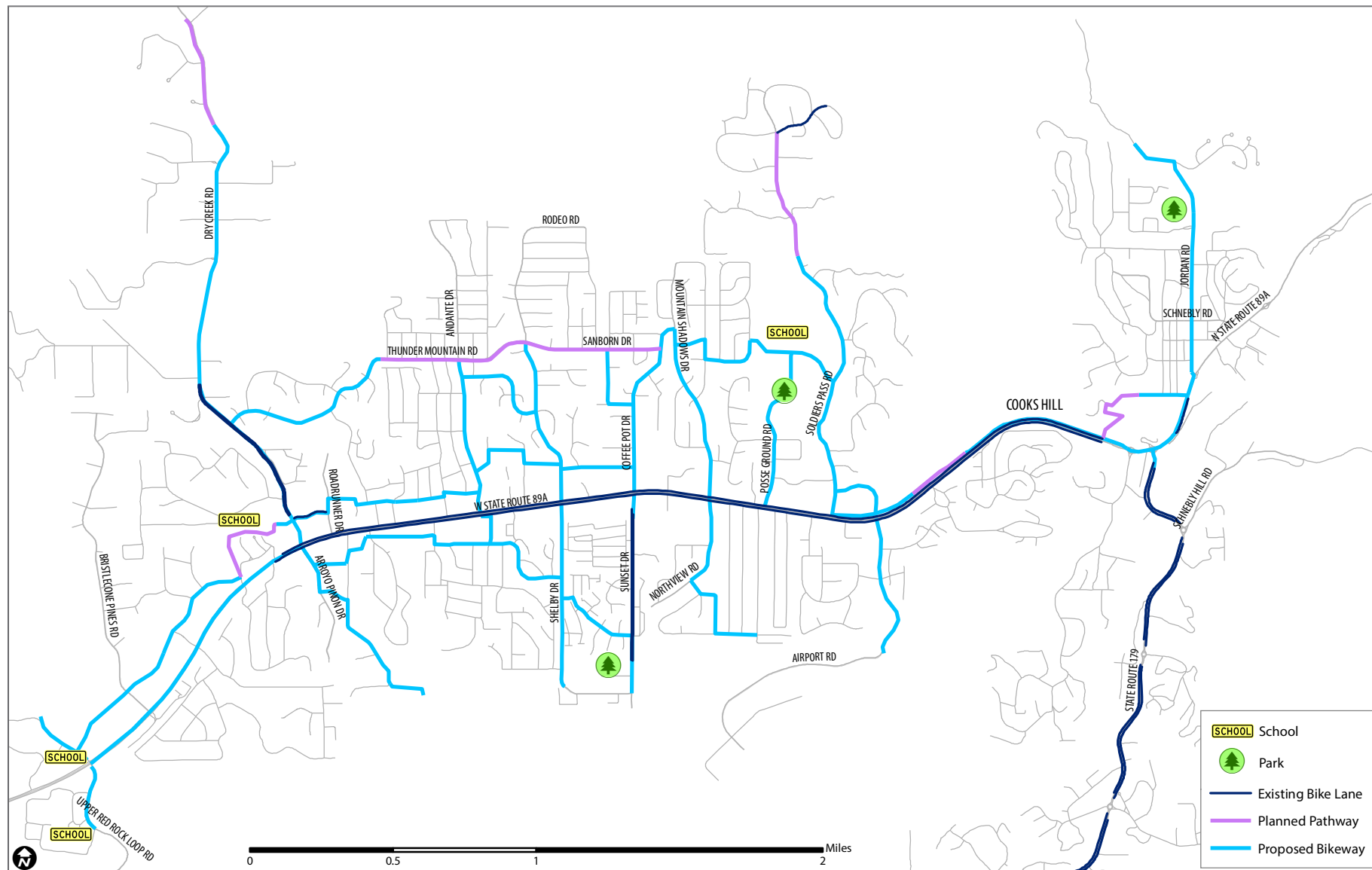


Figure 13. Proposed Primary Bikeway Network

This map highlights the primary bike routes that would make up the bicycle transportation network. Additional secondary connections are shown on page 12-14, the Pathways Network Maps.

TRAILHEAD SYSTEM

Sedona is surrounded by National Forest, and the trail system is a major destination for both residents and tourists. The more people that walk or ride to the trails means less cars on the road and parked at trailheads.

As Sedona grows and tourism increases, trailhead parking lots are overflowing and some trail access has been lost to development. Without a better distribution of larger trailheads and access points throughout the city, there will continue to be trailheads that are over capacity.

Partnerships between the City and the Coconino National Forest will be required to implement the following strategies. In some cases private landowners or organizations may need to be involved, and some strategies may be incorporated into development projects.

Strategies

15. Enhance access points and trailheads with improved signage, amenities, and maintenance.

16. Improve and expand existing trailheads where feasible and appropriate.

- a) Jordan/Jim Thompson Trailhead, utilize northern, gated parking area
- b) Schuerman Trailhead, possible expansion and/or partner with Red Rock High School
- c) Sombart Trailhead off of 179

17. Develop new trailheads to distribute and accommodate parking.

Most trailheads are over capacity, creating neighborhood impacts as cars spill out onto City streets. Redirecting people to other underutilized

trailheads doesn't help as most are not large enough to handle the amount of parking needed.

- a) Western Gateway/Girdner Trailhead, develop an expanded, hub trailhead with full amenities ahead of future development of adjacent private land.
- b) South Shelby or Sunset Drive, work with future development and/or acquire land for parking
- c) St John Vianney Church/North Airport Rd, partner with church for shared parking
- d) Southwest of Brewer Rd/89A roundabout, work with future development for parking and ADOT for use of the "Twin Tubes" underpass
- e) Mystic TH, partner with the National Forest to construct a new, larger parking lot on Chapel Road
- f) Mescal TH at Long Canyon Rd, while not within City limits, it would alleviate some of the Dry Creek Road parking congestion

18. Provide transit or shuttle services to trailheads.

Neighborhood Trail Access

The following quote, from the 1994 Red Rock Pathways Plan is still applicable today:

"Neighborhood connections are important components to the Urban Trails concept... for local pedestrian and biking use only; no parking will be provided other than potential bike racks for street bikes. In some cases, easements will need to be acquired to insure [sic] that forest access is not lost as more neighborhoods become built out".

19. Authorize and improve selected neighborhood social trails.

Social trails are user-created trails not authorized by the Forest Service, thus they are not named, signed, or maintained. Neighbors use them to get to the Forest from home. In many cases there is public access up to the Forest boundary, such as a road, and a social trail from there. These social trails, with Forest Service approvals could be improved. No parking is proposed at these locations.

- a) Bristlecone Pines Rd neighborhood to Western Gateway trail system, several options: Hillside Vista, Dove Wing, or Plumage
- b) Sunshine Lane to Andante Trail
- c) Stations West Dr to Sugarloaf trails
- d) El Camino Rd (City owned lot) to Old Post Trail
- e) Lynx Drive to Little Horse Trail

20. Secure permanent access for selected social trails that cross private land.

Without securing legal access, trails crossing private land can be closed at any time by the landowner. This is especially true of vacant lots that get developed. No parking is proposed at these locations.

- a) Panorama Blvd to Airport Trail
- b) Sunset Park east to Airport Trail
- c) Posse Grounds Park/Soldiers Pass Road to Grand Central Trail, private or State Trust Land
- d) Dry Creek Rd to Chimney Rock Trail, several potential locations

21. Manage trail access parking on neighborhood streets where needed.

TRAILHEADS

Goal

- Provide an equitable distribution of trailhead parking throughout the city to reduce impacts of parking to any one neighborhood.

Notes on the legend:

- Trailhead is a parking lot at the starting point of a trail
- Trail Access is walk/bike-in access without a parking lot.
- Existing access may show as "Proposed" where there is a need to establish legal public access.

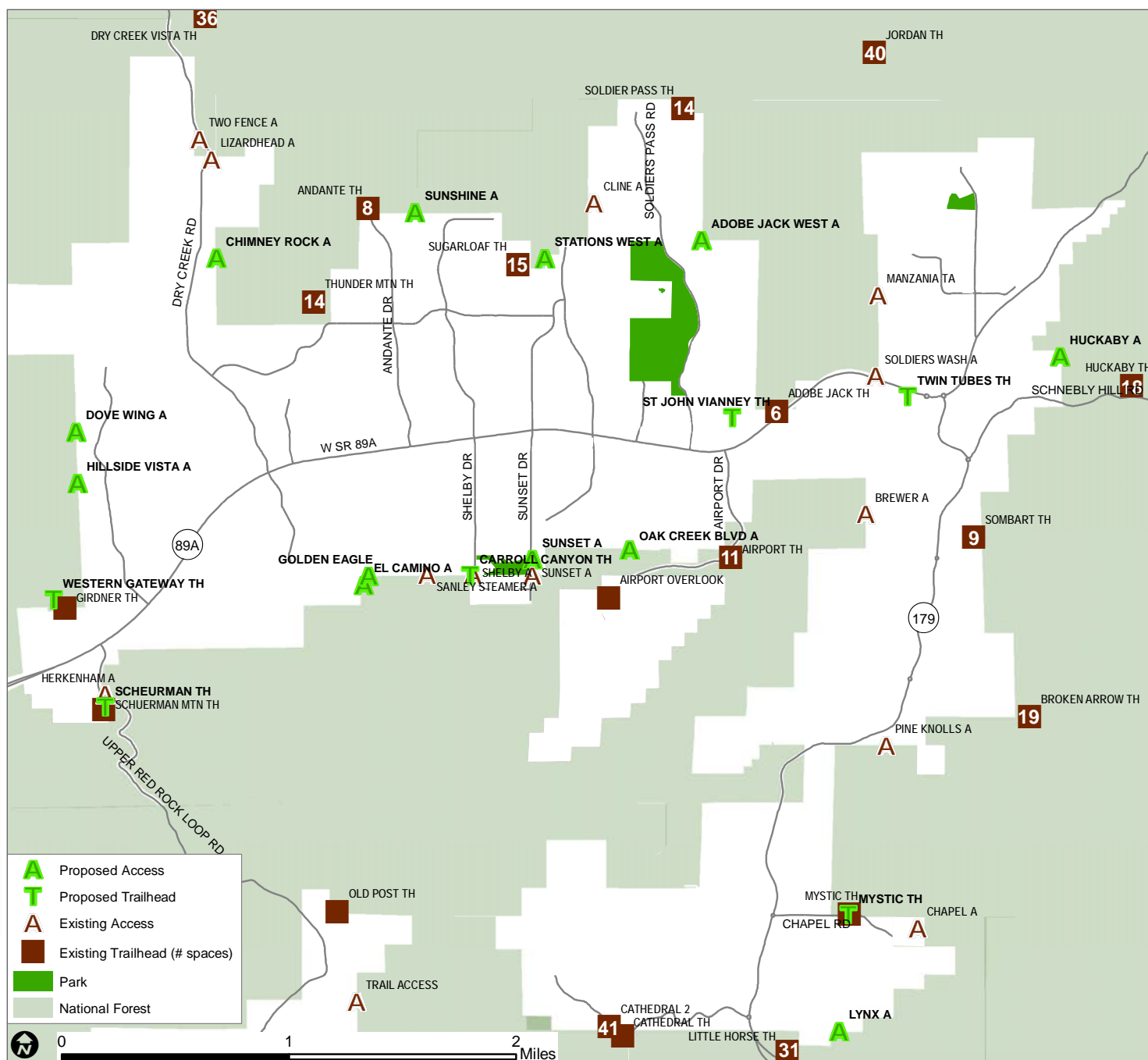


Figure 14. Proposed Trailheads and Trail Access Points

AMENITIES

If the goal is to get more people walking and biking, it needs to be a good experience from beginning to end. Clearly marked paths will lead the way with a place to park your bike once you arrive. On the way, you may need to check the map or rest in the shade. It is the details like this that can make or break an experience.

Wayfinding

Strategies

22. Mark and sign all pathways with the ST&PS wayfinding designs.

Wayfinding refers to providing guidance and direction with a standardized set of designs in a variety of ways, such as signs, trail markers, and pavement markings. ST&PS will be a branded system with a standard logo and designs that will be easy for people to identify no matter what type of pathway they are on – see Figure 15. Signs along on-street pathways will not only benefit the user, but also make motorists aware that they may encounter people walking and biking.

Waystations

23. Establish waystations that feature amenities such as benches and a map kiosk.

Similar to scenic overlooks or rest stops, the ST&PS network may have stops along various pathways that are like waystations for people walking or biking. A shade structure or trees could provide shade, with benches and a kiosk of maps and other information. It could also feature public art or bike repair stations. They could be located at pathway junctions, existing parks, transit stops, significant intersections, or at scenic viewpoints.

Bike Parking

24. Ensure that all major destinations have a sufficient number of quality bike racks in easy to find locations.

The City's Land Development Code requires development projects (nonresidential and multifamily) to provide bicycle parking (LDC § 5.5.D), however more bike racks are needed at already established destinations. A 2019 inventory of bicycle racks at major destinations in Sedona found that bike racks were hard to find, in poor condition, of an inferior design, or nonexistent. Some places with bike racks did not have enough considering the size of the area and number of visitors.

Goals

- Provide amenities and support facilities that improve the experience, such as signage, maps, and bike racks.
- Provide information and maps such as where to go, how to get there, and trail etiquette.



Figure 15. Wayfinding Designs for the Sedona Trails & Urban Pathways System (ST&PS)

PROGRAMS

The League of American Bicyclist's Bicycle Friendly programs have identified the essential elements to make a place great for bicycling. They are known as the six "E's":

- Engineering/design
- Evaluation/planning
- Education
- Encouragement
- Enforcement
- Equity

While the program's original focus was on biking, these programs are also applicable to walking. The first two on the list are addressed elsewhere in this plan. The remaining elements are closely intertwined and are captured in the following list of strategies.

In order to succeed, most of these strategies will require partnerships among various organizations, some of whom may host or sponsor the event with others in a supporting role. The partners can include agencies (City, counties, Forest Service, State Parks), non-profit organizations, and businesses.

Strategies

25. Develop a program of educational information.

The messaging should include the GO Sedona Vision, and how each issue is tied to the other: improving safety leads to an improved experience, which can lead to an increased number of people walking and biking, which leads to reduced traffic, all of which result in a healthy, happy and active Sedona.

A variety of methods should be used to reach audiences that include people who walk and bike as well as motorists, employers/employees and visitors. Information can be conveyed through websites, maps, kiosks, signs, and marketing campaigns. Messaging examples include the following:

- Educate and inform motorists about the values of walking and biking, and provide reminders and tips for safely sharing the road.
- Encourage more people to participate and provide information on where to go and how to get there (maps).
- Provide information about bicycling regulations, etiquette, and skills.
- Communicate the benefits for residents and the community as a whole

26. Offer a variety of activities and programs that educate and encourage bicyclists and pedestrians.

- Bike to Work Week activities
- Safe Routes to School programs
- Workshops and trainings

One example of an activity that would encourage people to start walking or biking are group walks or bike rides that introduce people to where they can go, and safety tips so that people will be more comfortable going out on their own.

To address the 6th E: "Equity, Diversity, and Inclusion," programs should cater to people of all ages and abilities.

Goals

- Encourage people to walk or bike instead of driving.
- Reduce traffic by increasing the number of people walking and biking instead of driving.
- Encourage healthy and active lifestyles.

27. Work with festival and event organizers to ensure that events provide opportunities for people to walk, bike, or use transit to get to and from the event.

This will require education, promotion, and incentives like discounts on entry fees or food and drink tokens if you walk or ride to the event. To accommodate people biking to an event, the facility will also need bike racks and/or services like bike valets.

28. Enlist the lodging industry in helping visitors to 'park once' and walk or bike during their stay.

Work with hotels, resorts, and vacation rentals to encourage visitors to walk and bike by providing information about where to go and how to get there, as well as complementary bicycles.

Some hotels already provide bicycles for guests, and in some areas of Sedona where the hills might be challenging, they may want to consider offering e-bikes.

PROGRAM STRATEGIES, PAGE 2

29. Encourage bike friendly businesses.

Work with businesses to provide incentives for employees that walk/bike/ride to work. Businesses should also provide the support to do so, from bike racks to showers.

30. Integrate transit with bicycle/pedestrian planning and infrastructure.

The pathway network should be closely integrated with the Verde Lynx and the expanded transit system being proposed by the City. Currently the Verde Lynx has routes on 89A and 179, which both have sidewalks. Ensure that there is safe pedestrian access for people walking to and from bus stops. Bicycle access should also be considered, for example buses are equipped to hold bicycles and should continue to do so. Consider enhanced bus stop features such as shaded benches, bike racks, and maps.

31. Monitor pathways with help from users reporting hazards or maintenance needs.

To maintain a safe pathways network, users can help by reporting hazardous conditions or maintenance needs. This may just be a matter of letting people know about the "Report It" system available as an app or on the City website: www.sedonaaz.gov/reportit.

32. Investigate methods for collecting more detailed information about crashes that involve pedestrians or bicyclists.

These details will be useful in identifying problem issues and locations, and monitoring trends over time. The data can also inform decisions on project priorities and potential programs.

33. To serve as an example of alternative transportation, provide e-bikes for City employees, including Police Department officers.

This is not only a more sustainable approach to transportation, but also serves as a model to encourage others to do the same. Officers on bikes can also interact with people more directly for education and enforcement.

34. Establish bike share program guidelines as needed.

Share programs are commercial enterprises that rent "shared mobility devices" such as bicycles and scooters. Some companies have designated locations where the bikes are stored, others are dockless, where the devices can be left anywhere and are tracked electronically.

The operation of these type of businesses come with a variety of challenges, which have led some cities to develop regulations specific to these businesses. In Sedona, some vendors have cited the lack of safe facilities as a deterrent to operating, and as of 2019 there are no shared bike or scooter vendors in Sedona. If this appears to be changing, guidelines should be developed to address the management and operations of shared mobility devices. For example, requiring designated docking stations.

IMPLEMENTATION

The GO Plan recommendations and strategies will be accomplished through a variety of methods. This is a City of Sedona plan, however not all of the projects and programs will be led or funded by the City.

The following are the most common implementation methods.

- Incorporate with other City projects
 - Road improvements
 - Stormwater improvements
 - Maintenance
 - Future transit program
- City Capital Improvement Program
 - SIM transportation projects
- Private Development Projects
 - Commercial or mixed-use development or redevelopment
 - New residential subdivisions
- Partnerships
 - Any combination of public agencies, developers, businesses, and community organizations

Sedona In Motion (SIM) is the implementation program for the Transportation Master Plan, and the GO Plan is a component of Strategy 11 which calls for bicycle/pedestrian improvements. As of early 2020, the following SIM bicycle/pedestrian projects were in design.

- Dry Creek shared use path (The Estates at North Slopes section)
- Thunder Mt-Sanborn stormwater improvements with shared use path
- Soldiers Pass shared use path and Posse Ground Park trailhead parking

City projects will include a public outreach process during the planning and design phases to obtain feedback and address neighborhood concerns. All stakeholders will be invited to participate, such as neighborhood residents, user groups, and relevant agencies such as the Forest Service.

This is a 10-year plan, however it is not expected that the entire plan can be accomplished in the next 10 years. Rather, the plan should be revisited and updated in 10 years as circumstances and priorities may have changed.

Funding

SIM transportation projects are being funded by a temporary half-cent sales tax, and bicycle/pedestrian improvements are eligible for this funding.

Grants are another potential source of funding, and may be from agencies (state and federal), or non-profit organizations. Most programs are very competitive and have limitations on the type of eligible projects. Rather than list all of the possible sources of grant funding here, please refer to resources such as ADOT's bicycle/pedestrian plans, and Arizona State Parks grant programs (See Resources, page 39).

Measuring Success

To monitor the success of this plan, progress should be evaluated with a system for tracking data on an annual basis. Staff and an advisory group can develop an evaluation plan and decide on the key indicators, and how the data will be collected.

Potential Indicators:

- Projects
 - Number of new improvements or projects
 - Number of bike racks
 - Miles of new sidewalks, trails, and pathways
- New programs
 - Number of activities and events
 - Amount of people participating
 - Number of groups or businesses participating
- Community events with walk/bike provisions
 - Number of event attendees that walk/bike
- Reduction in accidents involving pedestrians or bicyclists
 - Reduction in total number of accidents
 - Reduction in severity of accidents
 - Zero crashes at locations where improvements were made
- Citizen surveys to gauge satisfaction and support

IMPLEMENTATION STRATEGIES

These strategies will bring this plan to reality and put Sedona on the path towards a more walkable and bikeable community.

Strategies

35. Establish a City Bicycle/Pedestrian Program.

The City has never had a dedicated program or staff focused on bicycle/pedestrian issues, which will be essential to making substantial progress on implementing this plan. Below are the suggested elements of a program, and common for cities where walking and biking are a top priority.

a. Establish a City bicycle/pedestrian staff team.

Establish a City staff work group to improve communication, planning, design, and construction of projects and programs. The group should meet at least quarterly with representatives from Public Works, Community Development, Parks and Recreation, and other interested departments. Members of the group can contribute their unique expertise and provide support for each step of a project or program's implementation.

b. Create a City bicycle/pedestrian coordinator position.

A coordinator would be dedicated to ensuring that all strategies are pursued, from programs and policies to physical improvements. The position would coordinate with various City departments and serve as a liaison with residents, agencies, community organizations, the advisory group, and businesses. Depending on funding, the coordinator could become the duties of an existing staff position, a new staff position, volunteer, or

combination.

c. Establish a bicycle/pedestrian advisory group.

A designated group of citizens can monitor the implementation of this plan and serve in an advisory role for the City. Member would also serve as community liaisons and advocates.

d. Develop an Annual Work Program.

The staff team and advisory group should develop an annual program of work that will address both the project and program strategies outlined in this plan. This should include an evaluation of key indicators to monitor progress.

36. Adopt a Complete Streets philosophy.

All projects shall be designed, built, and maintained to safely accommodate all users including bicycles and pedestrians.

Pathway projects shall include appropriate signage, wayfinding, and amenities. Once completed, maps and signage will be updated to reflect the new pathway.

Other, non-transportation projects, such as stormwater projects will consider incorporating bicycle/pedestrian features where appropriate and feasible.

37. Work towards a "Vision Zero" goal.

Vision Zero is a global initiative to "eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all". Actions specifically target traffic safety, which

will take a coordinated effort of the City Police and other departments, and state and county agencies. More info at: www.visionzeronetwork.org.

38. Create pedestrian friendly streetscapes.

Streetscapes are street frontages, especially in commercial corridors. Quality streetscapes make walking a more pleasant experience that encourages more people to walk. The streetscape should be more than just a sidewalk. 89A in particular can be enhanced with pedestrian amenities, especially landscape buffers from the street. This can be done with new construction or redevelopment.

39. Development and design review.

Land use development projects are evaluated according to Land Development Code requirements, which do address bicycle and pedestrian circulation and amenities. Projects should go beyond the requirements and incorporate bicycle/pedestrian needs into all aspects of design. If necessary, the Land Development Code should be updated to reflect additional requirements.

40. Use pilot projects to demonstrate proposed improvements.

Consider easy and inexpensive projects as examples that show people what it will look like and how it will function. These demonstration projects can be tested and refined into permanent solutions. Examples are pavement markings, striping, and traffic calming features.

PATHWAY DESIGNS

The GO Plan does not specify the type of design for each proposed pathway. The following images and descriptions will provide a general idea of the various options. This is not a comprehensive list and does not have details such as design specifications.

City staff will determine the type of pathway based on factors such as the right-of-way or corridor width. For City streets, the right-of-way is the land within the City's jurisdiction and typically extends beyond the asphalt. A pathway could also be within an easement that allows for public access on private land. The next step in design is that the City will enlist professional consultants familiar with best practices to develop the design specifications appropriate to the project.

Pathways will either be on-street, meaning within the right-of-way and parallel to the street, or off-street such as through a park or open space. Who is using the path can also influence design, which is either multi-modal, open to all user groups (walkers and bicyclists) or mode-specific such as pedestrian only. The following are examples of the different type of designs that could make up Sedona's system of pathways.

MULTI-MODAL ON-STREET PATHWAYS

Complete Streets



Description:

Streets designed for all users (motorists, pedestrians, and bicyclists) with specific elements for each, such as sidewalks and bike lanes.

Design:

Typically an asphalt bike lane and concrete sidewalk on both sides of the street.

Example:

Portions of West 89A

Shared-Use Paths



Description:

Two-way path parallel to the road and separated from vehicular traffic. The separation could be a curb or landscape buffer.

Design:

Typically 8' to 10' wide. Width depends on volume of bike/pedestrian traffic, availability of right-of-way, topography, etc.

Paved or gravel surface

Example:

SR 179 Pathway

ON-STREET BICYCLE FACILITIES

Paved Shoulder



Description:

Striped shoulder on low traffic streets where right-of-way is not wide enough for other multi-modal improvements.

Design:

Variable widths

Example:

Sunset Drive, east side shoulder

Variations:

An advisory shoulder features a dashed line on both sides of a narrow roadway that allows for vehicles to pass each other using the shoulder; for streets with low volumes of traffic.

Bike Lanes



Description:

Striped shoulder on roadway

Design:

Minimum width is 5', desirable width is 6' or at least 4' from the edge of a concrete gutter.

Example:

State Route 179

Variations:

Protected bike lanes have a physical barrier between the bike lane and the driving lane. Buffered bike lanes have a marked buffer area - as in the photo above. Striped bike shoulders are narrower than a true bike lane (less than 5'). Example: West 89A

Above photo by Robin Straughen, BikePortland.org

ON-STREET PEDESTRIAN FACILITIES

Sidewalks



Description:

Adjacent to roadway, separated by a curb or landscaped buffer; or a paved walkway within a development such as a shopping center.

Design:

Width: 5' to 10', dependent on volume of use, availability of right-of-way, etc.

Paved surface, "Sedona Red" concrete

Example:

Thunder Mountain Rd. pictured above

Slow Streets/Bicycle Boulevard



Description:

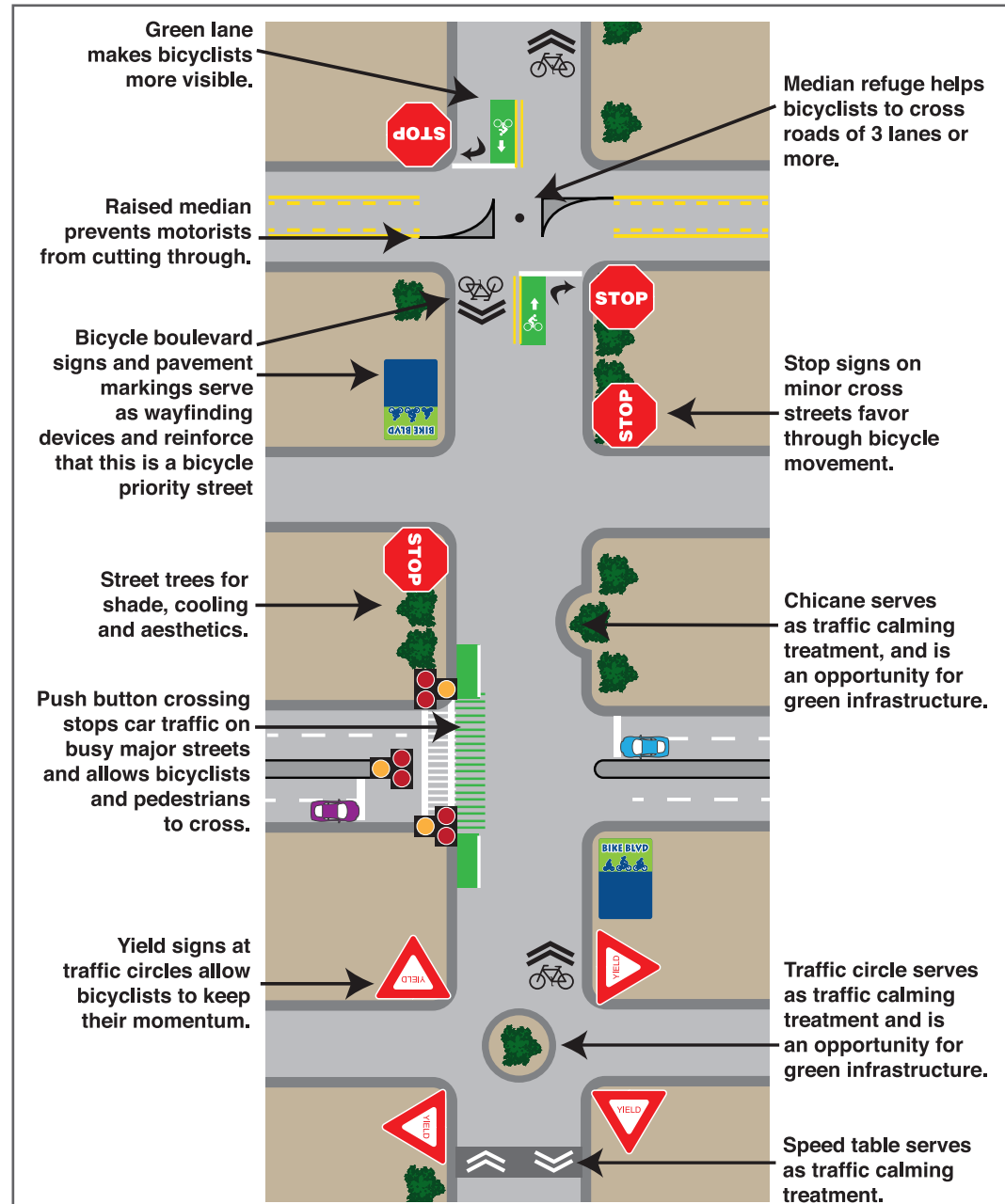
Designated streets that are shared by all users (cars and people on foot or bike) and modified for the safety of bicyclists and pedestrians. Typically a low volume street with traffic calming features that keep vehicles speeds low.

Design:

Existing streets, see examples to the right of potential elements of a slow street/bicycle boulevard.

Figure 16. Elements of a Slow Street/Bicycle Boulevard
"Typical Bicycle Boulevard in Tucson," courtesy of City of Tucson,
<https://www.tucsonaz.gov/projects/bicycle-boulevards>

Elements of a Slow Street/Bicycle Boulevard



MULTI-MODAL OFF-STREET FACILITIES

These examples are typically in parks, open space areas or the National Forest. The terms trail and path are often interchangeable. An "urban trail" is sometimes used to describe a wide shared use path as opposed to a "singletrack trail" which is what most of the Coconino National Forest trails are. There is an extensive network of singletrack trails on the National Forest, but very few improved shared-use paths in or around Sedona.

Shared-Use Paths



Description:

Two-way graded path for use by pedestrians and bicycles, in this example it is not associated with a roadway.

Design:

Typically 8' to 10' wide. Width depends on volume of bike/pedestrian traffic, topography, corridor width, etc.

Paved or gravel surface

Example:

Sunrise Trail in Posse Grounds Park (parallel to Soldiers Pass Rd), pictured above
Shelby Rd to Sunset Park Path (paved)
Sunset Park Path (gravel)

Trails



Description:

Natural surface paths typically in open space, parks, or National Forest and usually built with hand tools.

Design:

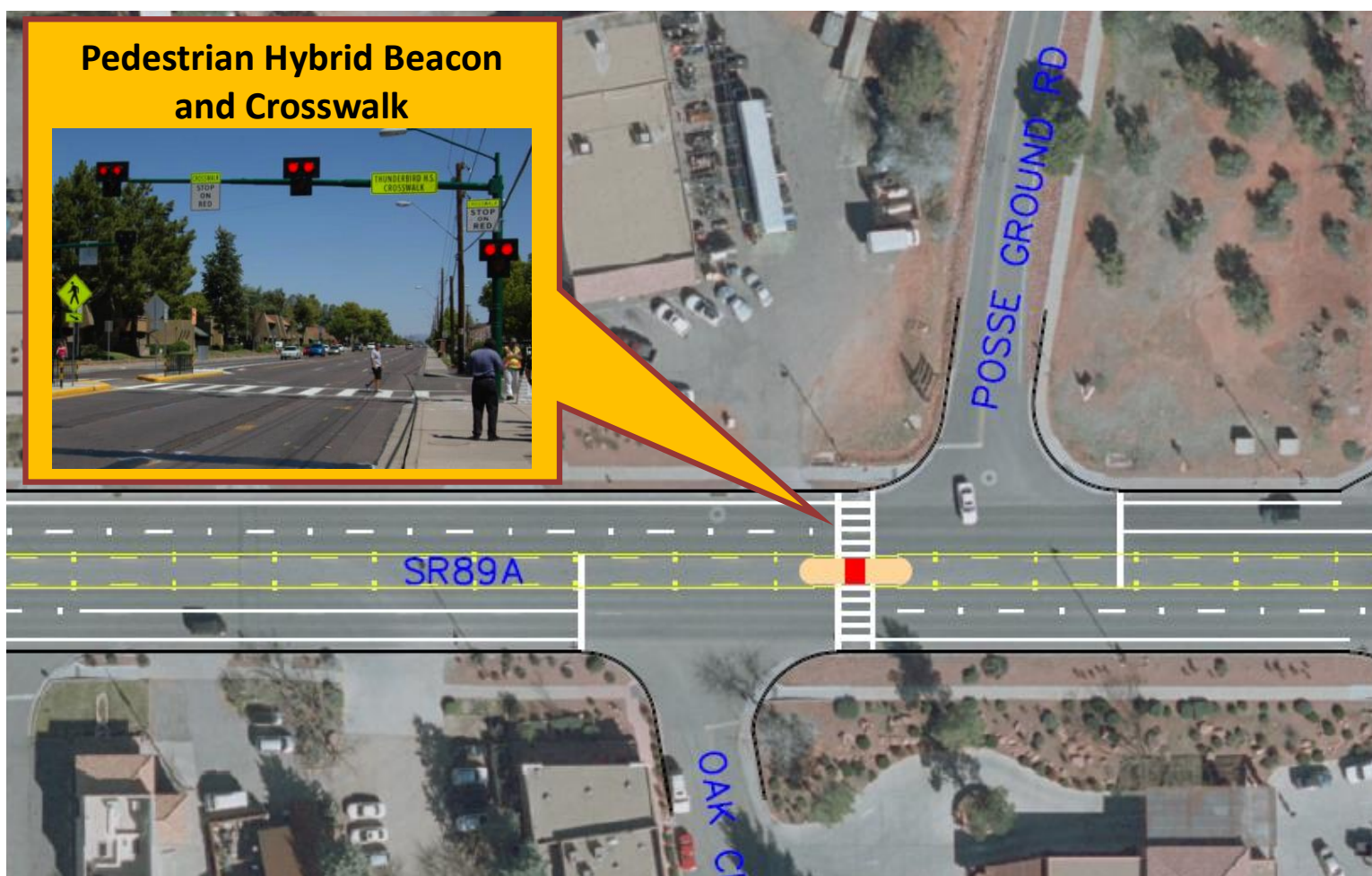
Typical width is 24" ("singletrack")
Width can vary by design or from use
Natural surface

Example:

Coconino National Forest Trails
Carruth Trail in Posse Grounds Park

Enhanced Crossings

The GO Plan (page 18) and the Transportation Master Plan recommends mid-block, signalized crossings on 89A. Below is an image from the TMP of a pedestrian hybrid beacon and crosswalk. There are variations that also accommodate bicyclists. Another example shown in the TMP is a two-stage pedestrian crosswalk with a median at Southwest Dr.



ELECTRIC BIKES

Electric bikes (e-bikes) are opportunities to get more people to ride bikes instead of driving, and less cars on the road means less traffic congestion. E-bikes are becoming more prolific as they grow in popularity, and this planning process found that there is a lot of interest, curiosity, and concerns about them.

What is an e-bike?

An electric assist bicycle is much like a standard bicycle with the addition of a battery powered motor of less than 750 w.

What are the benefits of e-bikes?

Surveys and studies have found that e-bikes get more people to ride bikes, and those with e-bikes will ride more often. Why?

- It is easier to go longer distances
- It is easier to ride up hills
- It is fun!

Are e-bikes safe?

Studies have found that the use of e-bikes* is very similar to regular bikes with similar safety and compliance behavior, and speeds that are similar or even less than regular bikes on pathways, flat, or downhill segments. E-bike riders do go faster than regular bikes on roads, but not significantly. This could be explained as the difference between recreational use on pathways versus commuters on roads.

*Class 1 and 2 bikes with a max assisted speed of 20 mph.

What are the different types of e-bikes?

The most common is a Class 1. The key differences are underlined below.

Class 1

Equipped with an electric motor that provides assistance only when the rider is pedaling, and ceases to provide assistance when it reaches 20 mph.

Class 2

Equipped with an electric motor that can propel the bike by a throttle, and ceases to provide assistance when it reaches 20 mph.

Class 3

Equipped with an electric motor that provides assistance only when the rider is pedaling, and ceases to provide assistance when it reaches 28 mph.

Where can you ride an e-bike?

In Arizona, Class 1 and 2 e-bikes may be used in bike lanes and on shared/multi-use paths where other bikes are permitted (ARS §28-819).

There are also electric mountain bikes (eMTBs), however they are *not* permitted on the National Forest non-motorized trail system in and around Sedona.

More information, including a list of research studies can be found at:
<https://peopleforbikes.org/our-work/e-bikes/>



E-bikes have a battery and motor that can be integrated into the bike frame.

STRATEGIES AND PROJECTS

Recommended Strategies	
Strategy	Page
West Sedona Connectivity	
1. Create connected pathways throughout West Sedona to enable safe, off-highway pathways for walking and biking.	15
2. High Priority Sidewalks: Coffee Pot and Andante	15
3. Build the Dry Creek Scenic Pathway, a shared-use path on Dry Creek Road from 89A to the city limits.	16
4. Reduce the number of driveways on West 89A.	17
5. Improve bicycle and pedestrian safety at major 89A intersections, for people walking or biking along the highway, and for those crossing 89A from neighborhood streets.	18
6. Posse Grounds at 89A is a high priority for a new, dedicated bicycle/pedestrian crossing.	18
State Route 179	
7. Designate the 179 path as the "Red Rock Scenic Pathway" with enhanced signage, striping, and amenities that encourage more people use this pathway.	19
8. Improve the safety and experience of roundabouts for people walking or biking.	19
9. Work with ADOT to add safety features that alert motorists when they stray into the 179 bike lane.	19
Bikeways	
10. Develop a network of bikeways that makes traveling by bike a viable option for people of all ages and abilities.	20
11. Develop Cooks Hill into a safe and scenic experience by transforming the north sidewalk into a protected, shared use path.	20
12. Develop alternatives to 89A that are continuous and connected neighborhood routes.	20
13. Implement traffic calming and safety measures on designated bike routes.	20
14. Streets with designated bike routes should have a higher level of maintenance to ensure a safe biking experience.	20
Trailheads	
15. Enhance access points and trailheads with improved signage, amenities, and maintenance.	22
16. Improve and expand existing trailheads where feasible and appropriate.	22
17. Develop new trailheads to distribute and accommodate parking.	22
18. Provide transit or shuttle services to trailheads.	22

19. Authorize and improve selected neighborhood social trails.	22
20. Secure permanent access for selected social trails that cross private land.	22
21. Manage trail access parking on neighborhood streets where needed.	22
Amenities	
22. Mark and sign all pathways with the ST&PS wayfinding designs.	24
23. Establish waystations that feature amenities such as benches and a map kiosk.	24
24. Ensure that all major destinations have a sufficient number of quality bike racks in easy to find locations.	24
Programs	
25. Develop a program of educational information.	25
26. Offer a variety of activities and programs that educate and encourage bicyclists and pedestrians.	25
27. Work with festival and event organizers to ensure that events provide opportunities for people to walk, bike, or use transit to get to and from the event.	25
28. Enlist the lodging industry in helping visitors to 'park once' and walk or drive instead of driving.	25
29. Encourage bike friendly businesses.	25
30. Integrate transit with bicycle/pedestrian planning and infrastructure.	26
31. Monitor pathways with help from users reporting hazards or maintenance needs.	26
32. Investigate methods for collecting more detailed information about crashes that involve pedestrians or bicyclists.	26
33. To serve as an example of alternative transportation, provide e-bikes for City employees, including Police Department officers.	26
34. Establish bike share program guidelines as needed.	26
Implementation	
35. Establish a City bicycle/pedestrian program.	27
36. Adopt a Complete Streets philosophy.	27
37. Work towards a Vision Zero goal.	27
38. Create pedestrian friendly streetscapes ⁹	27
39. Development design and review.	27
40. Use pilot projects to demonstrate proposed improvements.	27

Strategy #	Recommended Strategy	Page #
High Priority Projects		
11	Cooks Hill West 89A pathway	20
3	Dry Creek Scenic Pathway	16
12	Alternate pathways south of West 89A	20
5	West 89A intersection safety improvements	18
2	Coffee Pot and Andante sidewalks/pathways	15
7	179 Red Rock Scenic Pathway improvements	19
Partnership Projects		
Coconino National Forest		
15	Trailhead enhancements	22
16	Expand and improve trailheads	22
17	New trailheads	22
18	Trailhead shuttles	22
19	Neighborhood social trail designation	22
Arizona Department of Transportation (ADOT)		
5	West 89A intersection safety improvements	18
6	Posse Grounds at 89A is a high priority for a new, dedicated bicycle/pedestrian crossing.	18
7	179 Red Rock Scenic Pathway improvements	19
8	Roundabout safety improvements	19
9	179 bike lane safety improvements	19
11	Cooks Hill West 89A pathway	20

Planned Pathway Projects

The following projects were in design as of Spring 2020.

<i>Project</i>	<i>Location</i>	<i>Type</i>
West Sedona		
Dry Creek Scenic Pathway	Vultee Arch Rd - Two Fences trailhead; The Estates at North Slopes segment	shared-use path, gravel
Navoti-Library Path	Navoti/Calle del Sol - White Bear Rd/Dry Creek Rd	shared-use path, paved
Thunder Mountain-Sanborn Path	Rhapsody Dr - Coffee Pot Rd	shared-use path, paved, stormwater project
Soldiers Pass Road Path <i>and</i> Posse Grounds Park parking lot	Posse Ground Park - Shadow Rock Dr	shared-use path, paved
Pinon Drive	89A - Cedar Ln	sidewalk
Uptown-Chapel Area		
Chapel Road Path	179 - Fox Rd	shared-use path, paved
Red Rock Scenic Pathway wayfinding	Schnebly Hill roundabout - Indian Cliffs Rd	signs
Tlaquepaque 179 underpass	179, west bank of Oak Creek	shared-use path, paved
Forest Road extension	Forest Rd (end of pavement) - W 89A	shared-use path, paved

REFERENCES

Arizona Department of Transportation. *Bicycle Safety Action Plan*. 2012 and 2018 update.

City of Sedona. *Transportation Master Plan*. 2018. Prepared by Kimley Horn. 47-49, 110-119, and 136.

City of Sedona. *Sedona Community Plan*. Adopted by Sedona City Council November 7, 2013 and ratified by voters March 11, 2014.

City of Sedona. *Parks and Recreation Master Plan*. Prepared by Olsson Associates, 2012.

City of Sedona. *Trails and Urban Pathways Plan*. Adopted by Sedona City Council March 26, 1996.

City of Sedona. *West Sedona Commercial Corridor Specific Area Study Phase One*. 1994.

Speck, Jeff. *Walkable City Rules, 101 Steps to Making Better Places*. Washington DC: Island Press, 2018. 2, 125. Citations referenced:

Cortright, Joe. "Walking the Walk: How Walkability Raises Home Values in U.S. Cities," CEOs for Cities. https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf.45.

Lasesana, Bikeonomics: The Economics of Riding Your Bike." (October 12, 2012) <https://lasesana.net/2012/10/12/bikeonomics-the-economics-of-riding-your-bike/>.

Leinberger, Christopher. *The Option of Urbanism*. Washington DC: Island Press, 2007.

National Association of City Transportation Officials (NACTO). *Don't Give Up at the Intersection*

- *Designing All Ages and Abilities Bicycle Crossings*. (2019) https://nacto.org/wp-content/uploads/2019/05/NACTO_Dont-Give-Up-at-the-Intersection.pdf

National Research Center, Inc. *The National Citizen Survey, Sedona AZ Community Livability Report*, 2017.

National Association of Realtors. "Transit-Oriented Development to Trail-Oriented Development." (2016). <https://www.nar.realtor/blogs/spaces-to-places/transit-oriented-development-to-trail-oriented-development>.

Red Rock Pathways, A Planning Map for Bicycling and Hiking in the Sedona Area. Prepared by Design Group, 1994.

Resources

ADOT Bicycle and Pedestrian Program: www.azbikeped@azdot.gov

Arizona State Parks, Grant Programs: <https://azstateparks.com/grants/>

City of Sedona, GO Sedona Bike/Walk Planning: www.sedonaaz.gov/go

Coconino National Forest: coconinonationalforest.us

League of American Bicyclists: www.bikeleague.org

People for Bikes: www.peopleforbikes.org

Vision Zero: www.visionzeronetwork.org

Acronyms

89A	State Route 89A
179	State Route 179
ADOT	Arizona Department of Transportation
APS	Arizona Public Service
ARS	Arizona Revised Statutes
ASLD	Arizona State Land Department
CFA	Community Focus Area
CIP	Capital Improvement Program
FHWA	Federal Highways Administration
NEPA	National Environmental Policy Act
SR	State Route
ST&PS	Sedona Trails and Pathways System
SUP	Shared Use Path
TH	Trailhead
TMP	Transportation Master Plan
USFS	United States Forest Service

A. LIST OF PROPOSED PATHWAYS

B. PUBLIC OPEN HOUSE RESULTS

C. WIKIMAP PUBLIC COMMENTS

A. LIST OF PROPOSED PATHWAYS

B. PUBLIC OPEN HOUSE RESULTS

C. WIKIMAP PUBLIC COMMENTS

Appendix A - Proposed Pathways

The following are the proposed pathways shown on the GO Plan maps. Implementation is dependant on willing landowners, feasibility, and funding. The type of pathways are “To Be Determined” (TBD). Bikeways are on-street, such as bike lanes or other improvements. See Pathway Designs (page 29) for examples. “Social trails” are user created, unofficial trails that are not managed or maintained.

WEST SEDONA				
	Name	Location	Type	Notes
1	Adobe Jack Link	Soldiers Pass Rd - USFS Adobe Jack Trail	Trail	Existing social trail (State Trust Land); alternate is lot to north
2	Airport Rd	USFS Airport TH - 89A - Soldiers Pass Rd	TBD	Link to Airport Trailhead
3	Andante Dr	89A - Thunder Mt Rd	TBD	
4	Arroyo-Camino Rte	USFS - El Camino - Arroyo - Arroyo Pinon - 89A	Bikeway	Existing trail to Old Post Trail at City Wastewater site
5	Chimney Rock Link	Dry Creek Rd - Chimney Rock Trail	Trail	Social trail on vacant lot; alternate is Gringo Rd (driveway)
6	City Hall Rte	Library - City Hall - Fire Station - Andante	Bikeway	Roads except social trail on vacant lot - integrate with future development
7	Coffee Pot Dr	89A - Mt Shadows	TBD	Bike Rte alternative is Coffee Pot - Grasshopper Ln - Sanborn
8	Contractors Rd	Rodeo - Bennett - Coffee Pot	TBD	Contingent on future development
9	Cultural Park Pl	Scheurman TH - High School - 89A - Girdner TH	TBD	Integrate with future development; CFA1 Plan; Western Gateway trail access
10	Dove Wing Rte	USFS - Dove Wing - Hohokam Dr	Bikeway	Utility easement at Hohokam (link to Kachina subdivision); gasline at USFS
11	Dry Creek Rd	89A - City Limits	TBD	Northern 1/2 mile in design
12	Elks Link	Soldiers Pass Rd - Airport Rd	TBD	Potential redevelopment; CFA5 Plan
13	Golden Eagle	USFS Old Post Trail - Golden Eagle Dr	TBD	Social trail; potential development of 2 vacant lots
14	Grasshopper Ln	Coffeept Dr - Sanborn Dr	Bikeway	North 350' private drive
15	Shelby-Northview Rte	Shelby - Sunset - Kallof - 89A - Northview	Bikeway	Commercial driveways/alleys; widen sidewalk on 89A from Kallof - Northview
16	Monte Verde Rte	Shelby - South Monte Verde - Sunset	Bikeway	
17	Mt Shadows Dr	89A - Coffee Pot	Bikeway	

18	Mule Deer Rd	Andante - Rodeo	Bikeway	
19	Navoti Dr	Cultural Park - Calle del Sol - Library	Bikeway	Section of Navoti Dr is private road right-of-way (Summit) and State Trust Land
20	Northview Park	Sierra - 89A	TBD	Alternate to Northview Rd; existing HOA trail + private drainage;
21	Northview-Airport Trl	USFS - Panorama - Sierra - Northview - 89A	Bikeway	Private driveway at Oak Creek Blvd links to USFS Airport Trail (social trail)
22	Payne Rte	89A - Bashas - Payne - Mt Shadows	TBD	Commercial alley, behind hotels
23	Posse Gr. Park-Carruth	Zane Grey - Carruth - Soldiers Pass Rd	TBD	Partial sidewalk and path now
24	Posse Gr. Park Loop NW	Zane Grey Dr - Soldiers Pass Rd	TBD	Create a loop around Posse Grounds Park; section west and north of school
25	Posse Gr. Park Loop South	Posse Grounds Rd -Soldiers Pass Rd	TBD	Create a loop around park, section south of bike park
26	Posse Grounds Rd	89A - Park - Carruth	TBD	Partial sidewalk now
27	Pinon Link	Pinon Dr - Arroyo Pinon Dr	TBD	Partial drainage easement across private land
28	Rodeo Rd	89A - Thunder Mt Rd	TBD	Partial sidewalk now
29	Ruby Rte	USFS - Bristlecone - Ruby- Rimstone - Navoti	Bikeway	Link to USFS at proposed Hillside Vista subdivision
30	Saddlerock	Valley View Dr - 89A - Soldiers Pass Rd - Elks	Sidewalk	Contingent on future development; CFA5
31	Shelby	Stanley Steamer - 89A	Bikeway	Partial sidewalks now; no bike lane; links to USFS Carroll Canyon Trails
32	Soldiers Pass Rd	89A - Posse Grounds Park - Shadow Rock Dr	TBD	Section north of park in design
33	St John Vianney	Soldiers Pass Rd - USFS Adobe Jack Trl - Airport Rd	TBD	Link Posse Grounds Park to USFS; propose shared parking with church (alternate to Adobe Jack TH)
34	Stupa Link	Pueblo Dr - USFS	Trail	Social trail(s) between Stupa and USFS Chimney Rock trails
35	Stutz Bearcat Dr	Whippet Way - 89A - Andante	Bikeway	Bike Rte to cross 89A at Andante stoplight
36	Sugarloaf Loop	USFS Teacup - Sugarloaf Trails - Stations West	Trail	Social trails loop around Sugarloaf hill with link to Stations West Dr
37	Sugarloaf-Farmers	Farmer Bros Dr - Sugarloaf TH	Trail	Social trail on City land

38	Sunset-Airport Trail	Sunset Park - USFS Airport Trail	Trail	Private, potential redevelopment; social trail
39	Sunset Dr at 89A	89A intersection	Bikeway	Propose bike safety improvements 500' south of 89A
40	Sunset Dr South	S Monte Verde - Shelby	Sidewalk	Extend sidewalk; integrate with stormwater/bridge project
41	Sunset-AAA	Shelby Dr - Sunset Park	TBD	Along drainage; contingent on future development; CFA12 Plan
42	Sunshine-Andante Trail	Sunshine Ln - USFS Andante Trail	Trail	Social trail links to USFS
43	Sunshine-Mule Deer	Sanborn Dr - Mule Deer Rd	TBD	Social trail on City right-of-way
44	Thunder Mt Rd West	Dry Creek Rd - Rhapsody Rd	TBD	
45	Tranquil Rte	Andante Dr - Tranquil - Safeway - Rodeo	TBD	Redevelopment potential
46	View Link	Northview Rd - View Dr	Bikeway	
47	Vista Montana Rd	Posse Grounds Rd - Soldiers Pass Rd	Bikeway	Private road
48	West 89A	Red Rock Loop Rd/High School - Dry Creek Rd	TBD	Widen sidewalk to shared-use path; no bike lane now
49	Whippet Rte	Arroyo Pinon - Thunderbird - Shelby	Bikeway	West of Thunderbird crosses private lots
50	Yule Link	Birch - Panorama	TBD	Social trail
51	Zane Grey Rte	Coffee Pot - Gun Fury - Zane Grey - Park/School	Bikeway	
UPTOWN				
52	Amara Rd	Resort - N 89A	TBD	Private road
53	Apache Trail	USFS Jordan Trail - Power station - Park Ridge Dr	Trail	Social trails and APS access road
54	Apple Ave	Van Deren - N 89A	Sidewalk	
55	Arroyo Roble Rd	N 89A - Art Barn Lane	TBD	Private road
56	Art Barn Lane	Oak Creek - Art Barn	TBD	Contingent on future development
57	Art Barn Road	Art Barn Lane - N 89A	Sidewalk	Private road; contingent on future development
58	Bear Wallow Ln	Oak Creek - Schnebly Hill Rd	TBD	Contingent on future development; CFA9 Plan

59	Brewer Rd	USFS Brewer TH - 89A	TBD	Contingent on future development
60	Cedar St	Apple Ave - Schnebly Rd	Sidewalk	Link to City parking lot
61	Cooks Hill	Airport Rd - Brewer Rd	TBD	W 89A: expand north sidewalk into shared-use path
62	Creekwalk East	179 - Burrus Ln	TBD	Contingent on future development; CFA9 Plan
63	Creekwalk Uptown	Art Barn Lane - N 89A	TBD	Contingent on future development
64	Creekwalk West	179 - L'Auberge	TBD	CFA9 Plan
65	Forest Rd	W 89A - N 89A	TBD	Proposed extension of Forest Road
66	Huckaby Link	Burrus - USFS Huckaby Trail	Trail	Contingent on future development; CFA9 Plan
67	Jordan Historic Park	Yavapai - Jordan Heritage Park - Jordan Rd	Trail	
68	Jordan Rd	N 89A - Park Ridge Dr - USFS	TBD	Partial sidewalks now; link to USFS Jordan Trail
69	Los Abrigados	Brewer Rd - Oak Creek	TBD	Link to Tlaquepaque and 179
70	Manzanita Dr	USFS Manzanita Trl - Smith	Bikeway	
71	Mesquite Ave	Smith - Jordan	TBD	
72	Mormon Canyon	N 89A - Jordan Heritage Park - USFS	Trail	ADOT historic tunnel + private + City open space
73	Mt View Dr	Apple Ave - Schnebly Rd	Sidewalk	
74	Peach Ln	Schnebly Rd - Peach Ln - Sunset Ln	Sidewalk	City parking lot perimeter sidewalk
75	Ranger Rd	Brewer Rd - 179	TBD	
76	Rolling Hills Rte	89A - Rolling Hills - Mormon Hill Rd - Brewer	Bikeway	Easements through subdivisions (Rolling Hills and Skyridge)
77	Roundabouts	Brewer/89A -The Y	TBD	Improve roundabouts for bike safety
78	Schnebly Hill Rd	179 - USFS Huckaby TH	TBD	
79	Schnebly Rd	Van Deren - Mt View	Sidewalk	
80	Smith Rd	Forest - Mesquite	TBD	

81	Tlaquepaque	Brewer Rd - Soldiers Wash - Oak Creek - 179	TBD	Along Soldiers Wash and Oak Creek
82	Twin Tubes	Brewer Rd - USFS Adobe Jack Trails	TBD	Social trail; need ADOT OK for underpass; mix private/public
83	Uptown Link	179 - N 89A - Jordan	TBD	
84	Van Deren	Forest - Navahopi	Sidewalk	
85	Wilson Canyon Rd	Jordan Rd - Wilson Canyon Rd - Mormon Canyon	TBD	Vacant lots; contingent on future development
86	Wilson Rd	Mesquite - Forest	Sidewalk	
CHAPEL AREA				
87	Chapel Trail	Chapel Rd - Chapel Tr	Trail	Trail off-road, from entry gate to USFS Chapel Tr
88	Little Horse-179	USFS TH - Indian Cliffs Rd	Trail	Signed, singletrack social trail links to 179 shared-use path
89	Lynx Rte	USFS - Lynx Dr - Antelope Dr - Chapel Rd - Mystic TH	Bikeway	USFS social trail from Little Horse Trail to Lynx Dr; replace existing signed bike route
90	Mystic Trail	Chapel Rd - Pine Knolls Dr	TBD	USFS trail - contingent on feasibility/approval of a more urban style trail

Appendix B - 2020 Public Open House

On February 6, 2020 there was an open house for the public to review the proposed pathways and weigh in on priority projects. There was a brief introduction to the project with City staff and Work Group members available to answer questions. The public was invited to review the draft maps of Pathway Network (see pages 12-14). People were also encouraged to write down their comments and ideas on sticky notes and place them on the easels for others to read. They were also asked to prioritize a series of projects, in which each person received one dot per question to place next to their preferred option (as shown in the photo below). The tables on the following pages list the results. All of this input helped to refine the maps and confirm what were thought to be the higher priority projects.

West Sedona Walk/Bike Safety

What are higher priorities?

Instructions:

For each issue, place a dot below your preferred option.

1. New Bicycle/Pedestrian Crossings of West 89A* <i>New 89A bicyclist/pedestrian crossings such as a signalized crosswalk with flashing lights triggered by the bicyclist/pedestrian for cars to stop.</i>		
Hospital/89A <i>Between Red Rock Loop Rd and Dry Creek Rd (Foothills South Dr)</i>	Southwest Drive <i>Between Dry Creek and Andante (near fire station)</i>	Posse Ground Rd <i>Between Northview Rd and Soldiers Pass Rd (near Ace)</i>
None of the Above 		

2. W 89A Intersection Safety <i>Which of the following intersections are <u>most</u> in need of improvements for bicycle/pedestrian safety and comfort?</i>	
Dry Creek/89A 	Andante/89A
Shelby/89A 	Coffepot/89A
Mt Shadows/89A 	Soldiers Pass/89A



The following are the results of the number of dots placed on each option (as shown in photo on previous page).
Instructions to participants: For each issue, place a dot below your preferred option.

West Sedona Walk/Bike Safety *What are higher priorities?*

1. New Bicycle/Pedestrian Crossings of West 89A

New 89A bicyclist/pedestrian crossings such as a signalized crosswalk with flashing lights triggered by the bicyclist/pedestrian for cars to stop.

<u>Hospital/89A</u> Between Red Rock Loop Rd and Dry Creek Rd (Foothills South Dr) # of dots: 2	<u>Southwest Drive</u> Between Dry Creek and Andante (near fire station) 12	<u>Posse Ground Rd</u> Between Northview Rd and Soldiers Pass Rd (near Ace) 41
--	--	---

2. W 89A Intersection Safety

Which of the following intersections are most in need of improvements for bicycle/pedestrian safety and comfort?

Dry Creek/89A 20	Soldiers Pass/89A 19	Coffeepot/89A 17	Andante/89A 15	Mt Shadows/89A 11	Shelby/89A 0
---------------------	-------------------------	---------------------	-------------------	----------------------	-----------------

Community Connections *What are higher priorities?*

3. Multimodal, Complete Streets

<u>Dry Creek Road</u> Shared use path from 89A to city limits (northern-most portion in design now) 41	<u>Cooks Hill</u> Airport to Brewer - Alternative to the existing bike lane and sidewalk that improves the safety and experience for walking/biking 30	<u>Jordan Road</u> 89 to the Jordan Heritage Museum - create boulevard with sidewalks and bike lanes on both sides of streets 1
---	--	---

4. Neighborhood Streets <—> 89A *Currently people walk along edge of road; add sidewalks or shared-use paths.*

<u>Andante</u> (Thunder Mt to 89A) 33	<u>Coffeepot</u> (Sanborn to 89A) 46
---	--

Trails *What are higher priorities?***5. New Recreational Trails**

<u>Mormon Canyon</u> New trail through natural area from Jordan Heritage Museum southeast to 89A/Oak Creek, just north of Art Barn 10	<u>Oak Creek Creekwalk</u> New path along the creek, near Uptown and Gallery Row 39	<u>Posse Grounds Park Loop</u> Create a continuous, 1.5 mile urban trail loop around the perimeter of Posse Grounds Park 21
---	---	---

6. Connections to National Forest Trails

Secure public access across private or State land. Without this, existing, unofficial routes could be closed at any time, when development happens and/or fences go up. These would be for trail access only, no parking

<u>Dry Creek Road to Chimney Rock Trails</u> There have been social trails across private land, but these connections could be lost if not secured with easements. 34	<u>Soldiers Pass Road to Adobe Jack Trails</u> Link Posse Grounds Park to the Adobe Jack Trails Network 26
---	--

Trailheads *What are higher priorities?***7. Improved Trailheads** Improve or expand parking lots on National Forest

<u>Mescal/Long Canyon Trailhead</u> Build a new parking lot on Long Canyon Rd to supplement roadside parking 24	<u>Scheurman Mt Trailhead</u> Expand and improve the trailhead next to Red Rock High School 4	<u>Western Gateway</u> Build a large new gateway trailhead with visitor maps and information kiosks and restrooms north of the Cultural Park 22
---	---	---

8. New Trailheads New parking lots, will need public/private partnerships or to acquire land.

<u>Adobe Jack Trailhead - Alternative</u> New, larger parking lot for Adobe Jack Trails Network. Locations t.b.d., near St John Vianney Catholic Church/Sky Rock Inn 33	<u>Shelby Trailhead</u> New, larger parking lot to access the Carroll Canyon Trails Network. Locations t.b.d., at south end of Shelby Rd, in industrial park near Recycle Center. 19
---	--

2020 Public Open House - Written Comments

Attendees of the February 6, 2020 open house were provided sticky notes that they could write comments on and place on easels. Some people chose to place dots on the comments.

What are your highest priorities? <i>Instructions: Please write your comment on a sticky note and place on the easel.</i>		
Topic/Location	Comment	Dots
West Sedona		
Adobe Jack CX	Adobe Jack connector	
Andante	Sidewalk up Andante or Harmony	3 dots
Coffee Pot	Sidewalks on Coffeepot Dr	6 dots
Coffee Pot	Walking/biking up Coffeepot is hazardous. I live near and have had 2 close calls with pedestrians at night on the curved portion	
Dry Creek Rd	Dry Creek Rd	
Dry Creek Rd	Dry Creek Rd bike path walk path	
Dry Creek Rd	Dry Creek Rd connector	
Dry Creek Rd	Dry Creek run/walk/bike path asap	
Dry Creek Rd	Make Dry Creek safer for cyclists	
Posse Ground Rd	Crossing at Posse Grounds	
Posse Ground Rd	Crossing Posse Grounds	
Rodeo	Ped safety Rodeo from T.M. to 89A	
Soldiers Pass	Solving traffic/parking problems on Soldiers Pass Rd	
Sunset CX	Connect Airport Rd to Sunset Rd along Airport Loop Trail	2 dots
Sunset CX	Link Northview Rd w/Sunset Rd	
Thunder Mt Rd	Crosswalk at Thunder Mt Trailhead	
Thunder Mt Rd	Highest priority: bike lane, multi-use path on Thunder Mt rd/Sanborn, from Thunder Mt trailheads to Coffeepot Rd	
Thunder Mt Rd	I support the upgrade on Thunder Mt Rd from Dry Creek Rd to the park	
Thunder Mt Rd	Speed bumps on Thunder Mt Rd from Thunder Mt trailhead to Dry Creek Rd speed bumps on Sanborn slows down traffic. Cars speed up once they reach Thunder Mt Rd	
W 89A	Bike and walk trail that is parallel to 89A - access to stores & neighborhoods	
W 89A	Bike path & walk path parallel to Hwy 89A	
W 89A	Bike trail along 89A with buffer	
W 89A	I want improved 89A bike lanes - smoother, wider, cleaned, cutouts - curb where bike lane ends	

<i>W 89A</i>	Roundabouts on West Sedona hwy	
<i>W 89A</i>	The most important asset, hurdle, and opportunity is to create a safe, delineated, separated, beautiful, and enjoyable walk & bike path all along west 89A. Please please please...	
<i>Yule</i>	Bike/walk connection b/t Yule & Panorama	
<i>Yule</i>	Connection between Yule and Panorama (lot for sale)	
<i>Yule</i>	Route between Yule & Panorama	
	Also from Dry Creek to Airport Rd on southside of 89A {Connnected multi-use paths}	
	Connnected multi-use paths from Dry Creek to Uptown north of 89A	
	Sidewalks up Mt Shadows, Sanborn, Coffeepot etc at least on one side. They do not need to be fancy bicycle lanes simple sidewalks are enough	
	Walking and biking paths: 1) Coffeepot Dr, 2) Mt Shadows, 3) Posse Ground, 4) Soldiers Pass, 5) Rodeo - 89A from Sanborn, 6) Hozoni	
Uptown & Chapel Area		
<i>Brewer Rd</i>	Brewer Rd - All	
<i>Cooks Hill</i>	Safe access from/to West Sedona & Uptown >Cooks Hill improvement	<i>1 dot</i>
<i>Cooks Hill</i>	Safe trail at Cook's Hill	<i>3 dots</i>
<i>Cooks Hill</i>	Safe walk/bike on Cooks Hill	<i>2 dots</i>
<i>Mystic CX</i>	Mystic connector	
<i>Roundabouts</i>	Better signage at the roundabouts re: cyclists taking the whole lane	
<i>Roundabouts</i>	Bike/car merge signs on 179 circles	<i>2 dots</i>
<i>Uptown</i>	Bypass Uptown	<i>1 dot</i>
Other Comments		
<i>Amenities: Benches</i>	Benches/seat for pedestrians in West Sedona/Cooks Hill	
	Benches with shade along 89A	
<i>Bike Racks</i>	Need bike racks everywhere including at trailheads	
	More parking/lockup areas for bikes. Businesses need to offer more lockups to accommodate additional bike traffic	
	Parking for bikes on trailheads	
	Bike racks at trailheads	<i>1 dot</i>

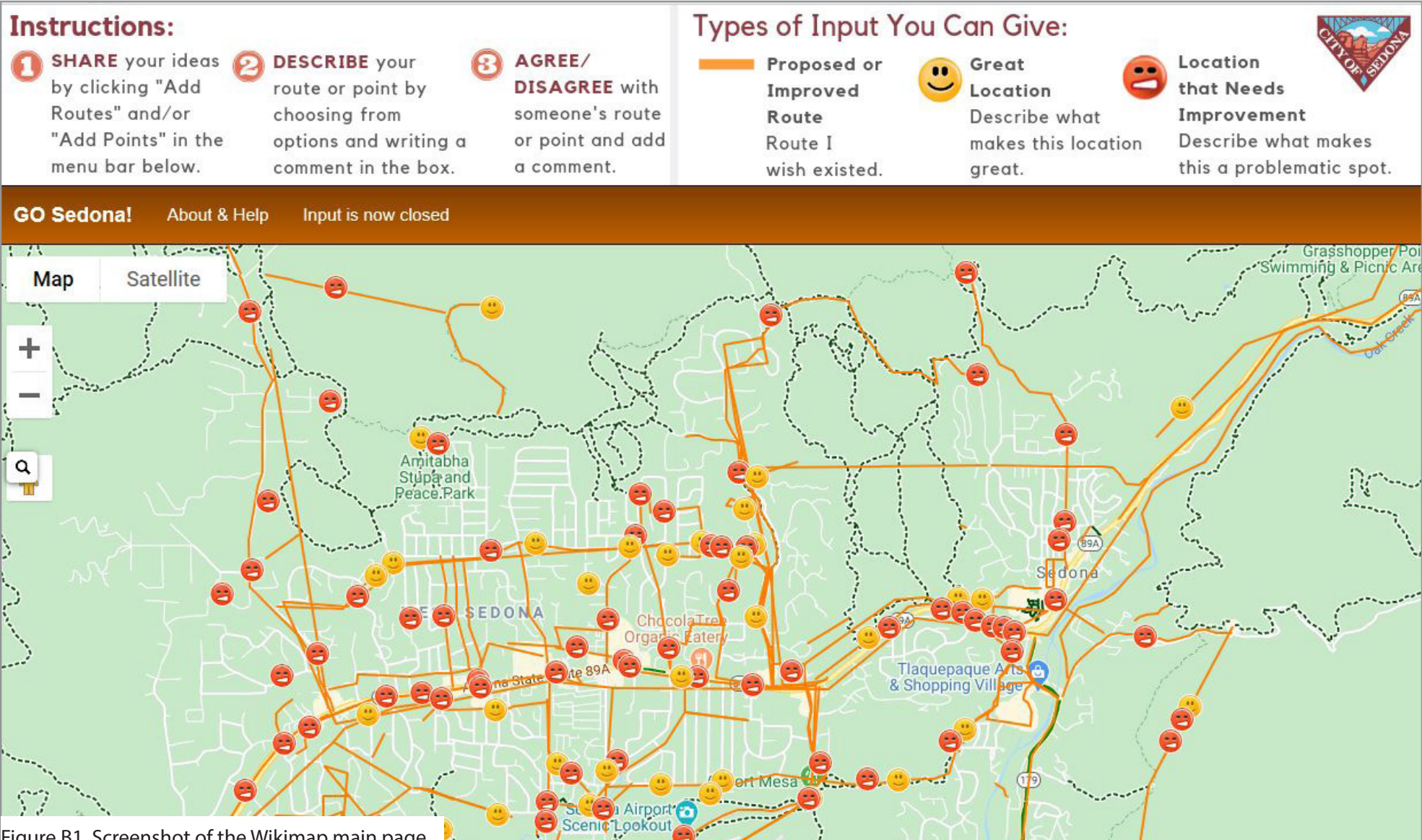
<i>Signs</i>	"3' to pass" signs along roads. Great education tool!! I like the "3' to pass" signs Sedona has installed along Dry Creek Rd	
<i>Rumble Strips</i>	Rumble strips on bike routes on 179 and 89A	
<i>E-Bikes</i>	Bike paths/trails that ebikes can use	
	Electric bike share companies	
	Let Ebikes on! (what would rationale be to restrict) Please let them on city bike paths. Thx	2 dots
	Charging stations for e-bikes! Solar?	
	E-bike regulation - on sidewalks? - on bike lanes?	1 dot
<i>General</i>	Building neighborhoods and connectivity	
	Making safe walking and bike paths safe for our children	
	Bike paths separate from Hwy	
	Use of water ditches for bike paths to cross under Hwy	
	Bike paths other than highways that are designated	
	A safe way to bicycle all over town with the kids. Able to bike from neighborhoods to easy bike trailheads	
	Bike paths & walkways separate from hwy	
	Shared use side path	
	Shared use path, urban trail	
	Creating a walking/biking plan that compliments a public transit system, so it is possible to get another town using public transit and/or walking, biking	
	Buffered space or physical away from car traffic. It has a lot of research to show that increases ridership	
	Planning bike/walk routes connection with future public transportation plans in mind - overlap/double team power to discourage cars & encourage alt modes of transport	
	Making a "town center" on Coffeepot/89A/Sunset	
	Placemaking	
	Please start the process of talking the the county and F.S. etc and plan for a bypass from 89A in canyon. Only solution to traffic.	
	Landscape mitigation for properties bordering the trails	

What do you NOT want to see and why?*Instructions: Please write your comment on a sticky note and place on the easel.*

Topic/Location	Comment
Design	Don't want hard surface trails no gravel on bike trails, keep it natural (as possible)
	No hard surfaces
	Unmaintained pathways
E-Bike	Do not want to see anything motorized on pathways or hear ebikes etc
	Unregulated e-bike use on trails, ebikes need rules
Specific Locations	
Lynx	No on Lynx bike trail, unsafe through winding streets, use new Chapel Rd bike path
Pinon CX	Pinon CX violates the agreed upon natural buffer between Pinon Lofts project and adjacent neighborhood. It is not needed due to proposed pathway along 89A from Pinon to Arroyo Pinon Dr
Posse Gr Loop	No park loop northwest at Posse Ground Park, invasive to existing homes
Sunset CX	No link from Northview Rd to Sunset Rd, Northview would become raceway to Sunset
Zane Grey CX	No ATV access Zane Grey Dr & Carruth Dr trail, gate was removed and now ATV's are going through neighborhood access
General Comments	Disconnected neighborhoods due to NIMBY attitudes
	NIMBY mindset that does not promote community enhancement
	Vocal minority should <u>Not</u> have final say in individual trails. NIMBY mindset can/will ruin planned trails that will benefit many!
	[Want] Keeping Sedona as small as possible & rural. Maintain privacy & peace & quiet. Minimizing impact of tourism on neighborhoods. Minimizing intrusion into neighborhoods. Keeping recreation on hiking trails in Natl Forest. Keeping strangers/homeless out of neighborhoods
	[Want] Minimalize! Encroachment on private property
	Do not want to see pathways into neighborhoods it will bring stranger & homeless & negative tourism impacts in to quiet neighborhoods, less safe, crime up, trash up, graffiti up
	Do not want to see sidewalks into neighborhoods we enjoy our quiet neighborhoods & people/strangers walk dogs and don't pick up poop
	Do not want to see trash cans in pathways its unsightly
	Do not want to see walk/bike paths separate from Hwy; sidewalks, walking and biking paths should be along 89A - Not in neighborhoods
	More cars through neighborhoods No cut throughs
	We should not expose every single solitary access point to the forest. Is there any place protected, undeveloped and left to be sacred?

Appendix C - Wikimap Public Comments

One method for collecting public input during the GO planning process was the on-line, interactive Wikimapping program during August 2019. The publicly accessible webpage was a Google base map of the city, and the public could add lines or points (Good or Improve) with descriptions to the map. Other users could then agree or disagree, and add their own comments. There were 311 users, with 525 comments submitted. Below are screenshots of: Fig. B1, webpage; Fig. B2, Welcome page; Fig. B3, Instructions; and Fig. B4-5, final Great or Improve points submitted. The tables on the following pages list the written comments with a street or location noted. Not listed are those comments outside of city limits.



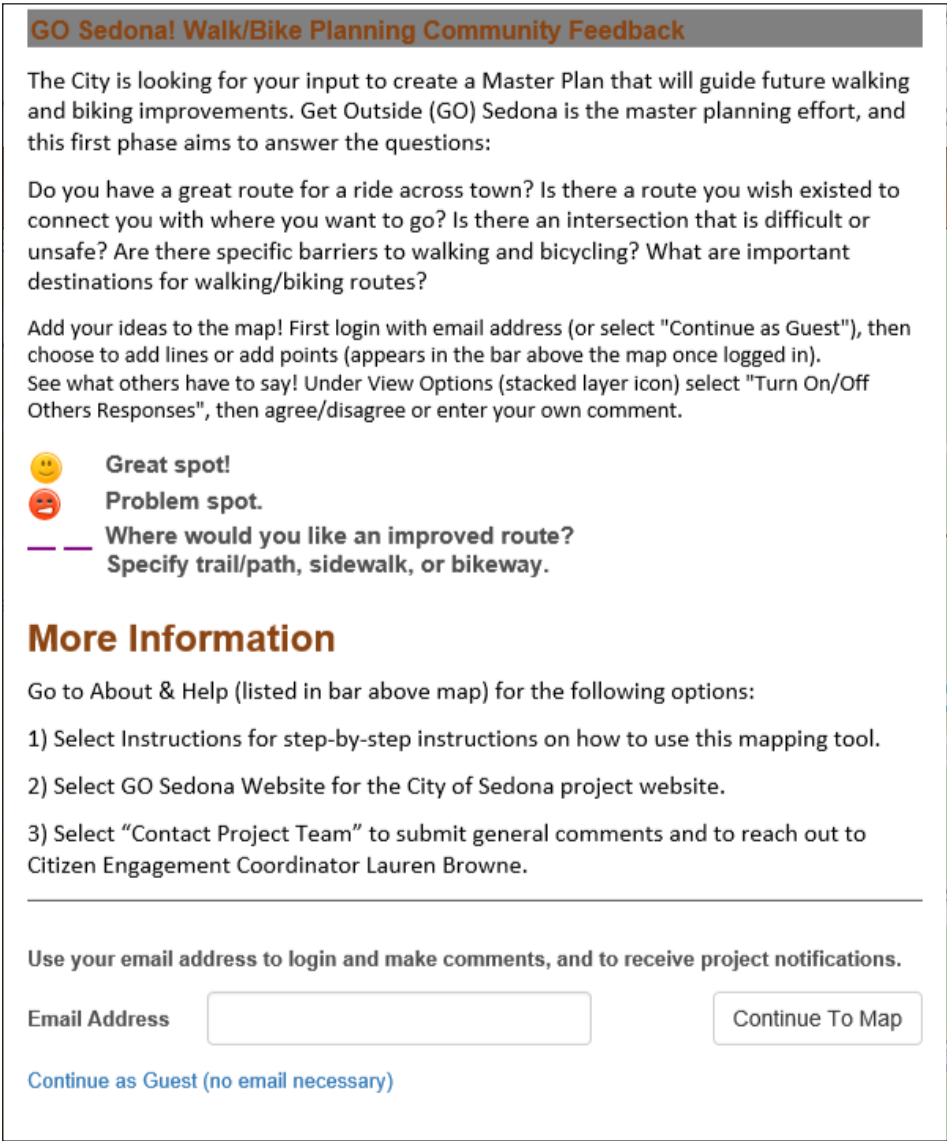


Figure B2. Screenshot of the Wikimap welcome message

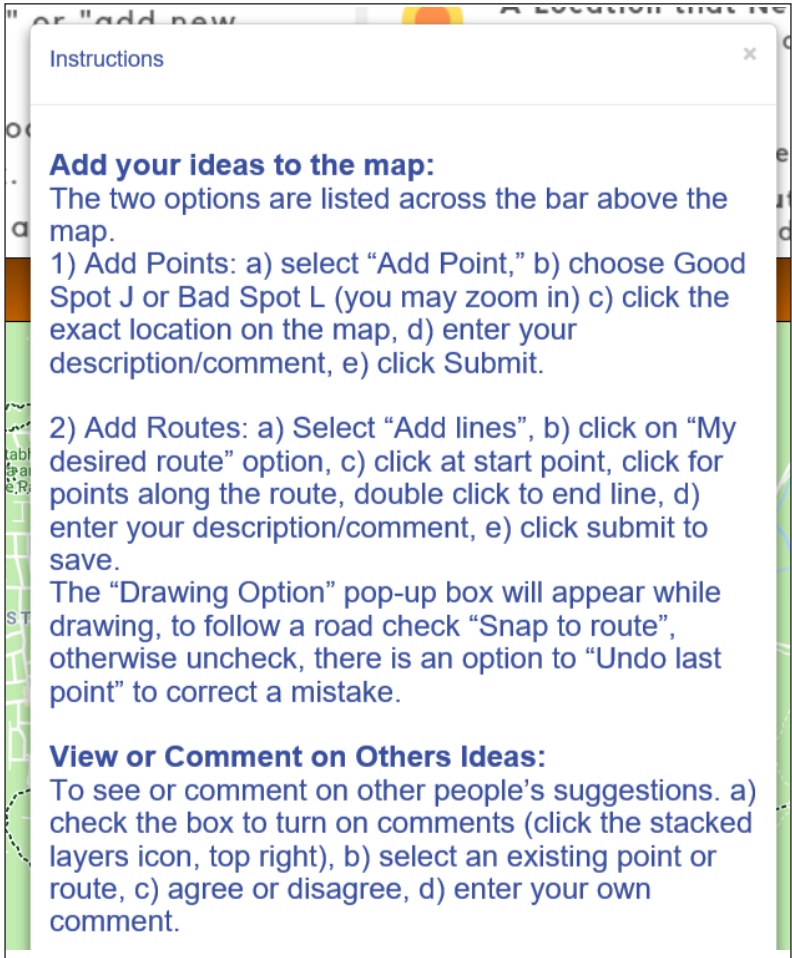


Figure B3. Screenshot of the Wikimap instructions

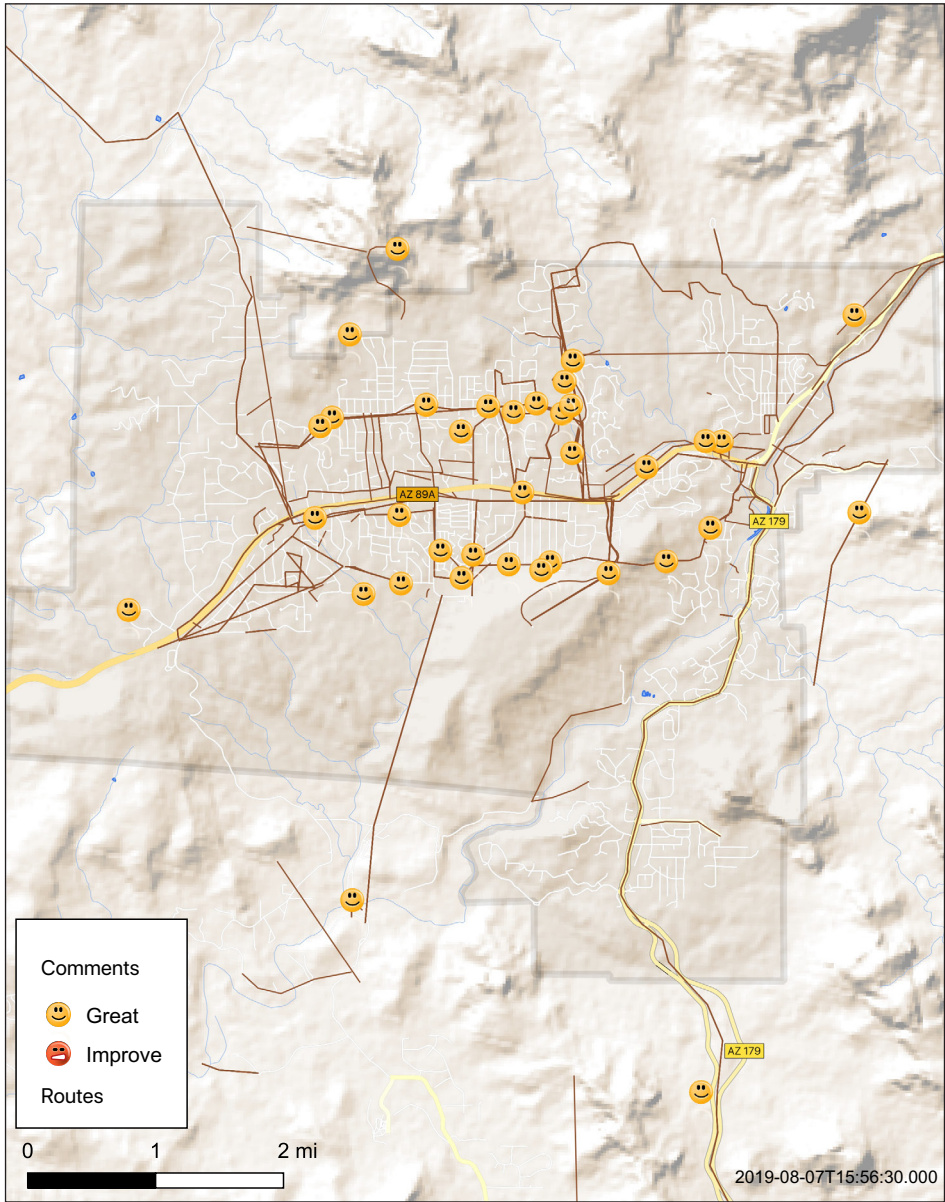


Figure B4. Example of final results showing all the submitted “Great” points (yellow faces).

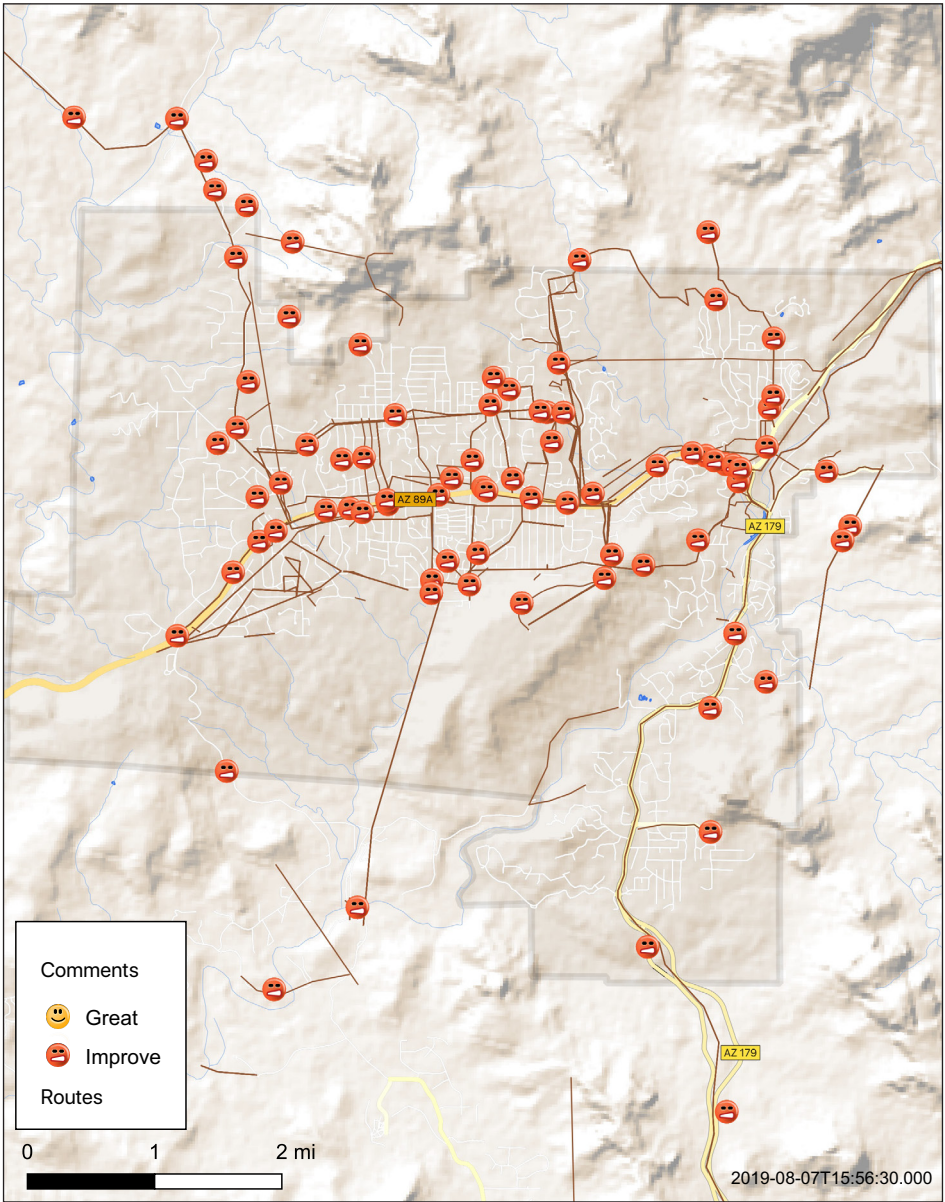


Figure B5. Example of final results showing all the submitted “Improve” points (red faces).

Street/ Location	Original Comment/Initial Description	Additional Comment {Type: Point or Line Comment}	Type
<i>Adobe Jack West (State Land)</i>	This would be a great place for a trailhead onto the Soldier's Wash trail system, and a great long term investment for the citizens of Sedona. First, it takes hikers off the road system and residential neighborhoods. Second, it allows for continuous Sedona park system connectivity from Posse Grounds to Uptown.	I Agree. This is a great idea. Also would be great to include a map system at trailhead. --This route puts bikers in residential areas on a road with no outlet causing twice the traffic because of the return trips. Soldiers pass is NOT a good bike route!	<i>Pt</i>
<i>Adobe Jack West (State Land)</i>	Route to Adobe Jack from Posse Ground to ease congestion at Soldiers Pass Trailhead	It would be a great help to get into Adobe Jack using this route. 07/22/2019	<i>Ln</i>
<i>Airport Rd</i>	protected lane from traffic for bike and peds		<i>Pt</i>
<i>Airport Rd</i>	Very minimal shoulder for bikes. Heavy traffic and high speed make biking up to Airport Mesa unsafe.	--I Agree 07/31/2019 --There is no path or shoulder on airport road and as a result very dangerous for walkers due to the heavy car traffic, I live in Les springs and would love it if they added a path for walkers 07/31/2019 --I Disagree	<i>Pt</i>
<i>Airport Rd</i>	Add Walking/bike path up this road all the way to the top. Can be built into the mountain by clearing rock trail. Locals and tourists alike would appreciate it, especially since parking is limited at the lower parking level (airport parking vortex)	Create sidewalk/bikeway for better safety. Currently, there's no way for pedestrians to walk up the hill w/o being in traffic on a very narrow drive up the hill. And pedestrians aren't allowed after a certain point. While it would be expensive to carve out more room to create a sidewalk/bike lane, in the long run, it would be a great green option for tourists and locals alike. Others have said there's no more space, but you can take certainly dig out more space from the downhill side of the road.	<i>Ln</i>
<i>Airport Rd</i>	Connect Adobe Jack up Airport Road to Airport Saddle. A dangerous walk along Airport Road, inadequate parking at Saddle		<i>Ln</i>
<i>Airport Rd</i>	Signs going up to airport Mesa saying share the road, as there is no shoulder, and way to many tourists.	I Agree 07/18/2019	<i>Ln</i>
<i>Andante Dr</i>	Improve Andante to trailhead for walkers/bikers. When I drive to trailhead there are always people walking on the road and seems it could be improved for walkers esp. Cars drive kind of fast		<i>Pt</i>
<i>Andante Dr</i>	Add a sidewalk and bike path from Thunder Mountain to 89A	--I Strongly agree. 07/18/2019, --I strongly agree 07/18/2019, --I Agree 08/10/2019 --I Agree. I walk to and from work on 89a every day down Andante and wish that there was a sidewalk to keep me safe from traffic 07/22/2019 --Andantes is very narrow. A walking/ biking bath is required for safety. 08/01/2019 --This is one of the few lights to safely cross 89 yet Andante is very narrow and not safe for a biker but you are forced to use it if you want to cross at a light - please improve. Also I've just about been hit by cars turning right here when I'm trying to cross, all around not safe 08/10/2019	<i>Ln</i>

<i>Andante TH</i>	These are really nice neighborhood trails that only get overly crowded on holidays or in the spring. Thankfully, the area parking lots set some upper limits on the crowds and they stay nice.		<i>Pt</i>
<i>Cline Rd</i>	Connect Sunrise trail to Sugarloaf		<i>Ln</i>
<i>Coffee Pot Dr</i>	A sidewalk connecting the newly proposed path on Sandborn Drive to 89A is a necessity. It is already used heavily by pedestrians and without much of a shoulder to walk on, it is extremely dangerous (especially at night).	--I Agree. I would prefer to walk but find this way too dangerous. 08/02/2019 --I Agree 08/04/2019, --I Agree 08/04/2019	<i>Pt</i>
<i>Coffee Pot Dr</i>	Additional Bike Path/Route signage is necessary here		<i>Pt</i>
<i>Coffee Pot Dr</i>	Coming up Coffee Pot at Mountain Shadows. Visibility to the right, to view oncoming Mt Shadows traffic is obscured by brush. Needs to be cleared for a clear view.		<i>Pt</i>
<i>Coffee Pot Dr</i>	Add a sidewalk and bike lane from Thunder Mountain to 89A. Residents need access to the businesses.	--We were promised a sidewalk from 89A up Coffee Pot Drive twenty years ago. This is a treacherous road for pedestrians. Will take it a fatality to get it done? 07/17/2019 --I Agree 07/18/2019 --This would make a huge difference in our neighborhood to be able to use a sidewalk instead of being awkwardly placed on the road. 07/23/2019 --Coffee pot Drive is very narrry and has many curvy. This is a dangerous and there is no place to safely walk or ride a bike. Very important to get this road widened to accommodate a walking/ bike path. 08/01/2019	<i>Ln</i>
<i>Concord Dr</i>	This is a nice pleasant, wider street than Andante or Harmony, maybe it could be used as a bike/walk route with minor improvements (even though it doesn't go all the way down to 89, maybe you cutover to And. or Harm.		<i>Ln</i>
<i>Contractors Rd</i>	A connector between Rodeo and Coffee Pot would be a huge benefit to those wanting to avoid the highway altogether. City owned property and/or right of way may make this connection more feasible than others.		<i>Pt</i>
<i>Contractors Rd</i>	Public works owns some of the land needed, think of shopping for locals as Safeway, and Bashes tie together		<i>Ln</i>
<i>Cultural Park Pl</i>	Great spot for more parking to access and promote these trails that are less crowded. There is plenty of space. Don't know who owns it. Also, more City Park area and perhaps recreation center for Sedona Citizens, who are neglected.		<i>Pt</i>
<i>Dry Creek Rd</i>	Add bike lanes.	--Adding a dedicated bike lane would be perfect on this road. If there was some sort of barrier between the car lanes and bike lane, it would be much safer than riding when cars are parked all over the road. 08/04/2019 --I agree this is a popular for road cyclists so dedicated bike lanes are necessary	<i>Pt</i>
<i>Dry Creek Rd</i>	Add Route to Dry Creek and 89A.	I Agree 08/08/2019	<i>Pt</i>
<i>Dry Creek Rd</i>	Add Route to Dry Creek Rd. and 89A		<i>Pt</i>
<i>Dry Creek Rd</i>	Add routes to Bear trailhead.		<i>Pt</i>

Dry Creek Rd	Bike lane ends abruptly, no shoulder, traffic speeding, no place for bikes to go.	<p>--I agree 07/17/2019, --I Agree 07/18/2019</p> <p>--This area gets so much traffic between hikers, mountain bikers, road cyclists and keep tours it sure would be ideal if pedestrians and cyclists had a safe area on the road. Cars whipping past at 40mph can make for an uneasy environment for both motorist and people enjoying nature.</p> <p>--I Agree. The 1996 Trail Plan suggested a bike lane here. Signs saying "Share the Road" do not a bike lane make. Joggers, runners, Sedona Marathoners, and pedestrians would much rather doge bikes than cars racing to Enchantment.</p> <p>--I agree. A dedicated lane that has a barrier between the car lane and bike lane would be ideal.</p> <p>--Tourists go way too fast on this road! They consistently speed and create a dangerous environment. One of the best things that the City of Sedona do is to create Signage for Tourists to obey the traffic laws and generally be good guests. Usually there are 1 of 3 things that many tourists do: 1. Go 10-30 miles under the speed limit as they sightsee from the car 2. Go way too fast through our residential neighborhoods 3. Come to a complete stop on the road whilst they gawk at the Red Rocks. It would be great if the City and Chamber would invest money in Signage for Tourists to be better guests in our town.</p>	Pt
Dry Creek Rd	Enforce speed limit and noise ordinance. High volume road through a neighborhood yet traffic does not obey rules.	<p>--I Agree 07/17/2019, --I Agree 07/17/2019</p> <p>--Dry Creek Road needs a bike lane (at least) until mountain biking trails at Dry Creek Vista 07/17/2019</p> <p>--I agree. ATV rental owners should either be required only to rent vehicles conforming within the Sedona Noise Ordinance, or they should pay a tax to those residents subjected to their piercing roar.</p> <p>--I Agree. Or maybe the city/county needs to require these obnoxious ATV rentals to re-locate out-of-town to near Boynton Pass or to the Forest Road 525 entrance along 89A. That way, tourists can start their exciting "off road" adventure right away on the dirt roads that they find so exhilarating. Meanwhile the rest of us just use them as "roads".</p> <p>--ATV's should be eliminated in Sedona...period. They do not fit the once serene area known as Sedona. They are so loud and bring up so much dust even when they're on the dirt trails. A dedicated bike lane from 89A to Doe Mtn trail head (with places to lock bikes at all trail heads/parking lots) would be ideal.</p> <p>--I cannot imagine a legal way to ban ATVs from public roads, or require existing businesses to move outside of city limits. Can you imagine the lawsuits. Yes they can be irritating at times, but let's be realistic here.</p> <p>--I Disagree because it is not an access through private properties. No outlet.</p>	Pt

Dry Creek Rd	Official trail connection through to dry creek would be awesome!	--I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/22/2019 --I Agree, biggest disconnect in trail system 07/26/2019 --I Agree-totally. Would be a huge improvement. Might also decrease vehicle traffic with one more connection for mtn biking/hiking --I Disagree, there are only three or four remaining vacant parcels where such a trail could be put through. One is on the market now for 1.5 million. Better to have a general use bike lane on Dry Creek.	Pt
Dry Creek Rd	This is the busiest tourist area. Parking on the roadside is very unsafe! Eliminate on parking on the road or build more parking away from the road.	--Parking on the roadside is so unsafe (I think most park there to avoid the nominal Red Rock parking pass fee)...for other cars driving as parked ones pull out and even more so for bikers riding by. 08/04/2019 --Increase and enforce higher Red Rock Pass fees for any parked cars. --Eliminate ATV usage on all paved roads and hiking/biking trails. Can still allow them on unpaved roads but required them to have mufflers for sound limitation. They are the exact opposite of what Sedona is all about - they are noisy, stinky, and tear up the environment.	Pt
Dry Creek Rd	We need bike lanes to trails and places lock bikes at trailheads.	--I agree with places to lock bikes at trailheads. 08/04/2019 --I Agree 08/05/2019	Pt
Dry Creek Rd	Path down Dry Creek between 89A and Long Canyon Road. A sidewalk would destroy the rural feeling of the road, but a decent path is needed for bikers, walkers, hikers, runners.	Not acceptable, Too close to private residence. 08/07/2019	Ln
Dry Creek Rd	Safe place along side of road for bicycles, walkers and runners.	--I Agree. Would love bike lanes down Dry Creek Rd to the dirt USFS Road 07/17/2019 --I Agree 07/17/2019, --I Agree 08/02/2019 --I Agree, or else take down the "Bike Friendly Community Signs" the irony of nearly getting run off the road by a Jeep tour in front of one of them is too intense. 07/17/2019 --We need a bike/walking path down Dry Creek Road from 89A to Long Canyon Rd. The drivers there are more focused on the view than the road. Lots of ATVs which drive erratically and Jeeps which constantly pull on and off the road. Its unsafe now to bike/walk on the road because drivers aren't paying attention. People living in the communities along Dry Creek would bike/walk to town if it were safer. The parking area at the trailhead MUST be enlarged, and there's plenty of room between the road and the current parking lot. The road near the trailhead is a disaster. Vehicles parked on both sides. People leave their car doors open, blocking the road further. Kids/dogs running into the road. It's an accident waiting to happen. 07/26/2019	Ln

<i>Dry Creek Rd</i>	Safe place along side of road for bicycles, walkers and runners.	<i>Continued:</i> --A separate, multi-use path (not just a bike lane on the road) along this route is an important distinction, imperative if the goal is to encourage active transport as a legit alternative. In other words, this route is high priority and needs to be done well, a mediocre attempt would seem irresponsible in many respects...consider the trajectory of Devils Bridge popularity. Perhaps path could extend to Mescal TH 07/29/2019 --I Agree. Ped/bike lanes all along the paved road. 08/02/2019 --I would agree. The popularity of the Devil's Bridge trail needs to expand the current trailhead parking lot significantly. Things are getting as dangerous as the Slide Rock highway parking situation. If we can get all the cars parking off Dry Creek then we improve the safety for bicyclists and drivers. 08/10/2019	<i>Ln</i>
<i>Dry Creek Rd</i>	Safe place to run, walk, or bicycle to get to popular trailheads.	--Totally agree. This is so overdue. 07/23/2019 --I Agree 07/26/2019	<i>Ln</i>
<i>El Camino Grande</i>	Connection from Juniper Knolls to Arrow Pinon		<i>Ln</i>
<i>El Camino-Old Post Trail</i>	Being able to legally connect to this trail system and have it be signed would be great.		<i>Ln</i>
<i>Grasshopper Ln</i>	Lots of walkers/bikers already use Grasshopper Lane to bypass having to walk or ride up Coffee Pot Drive.	Yes, please make sure this stays or is marked as a biking/walking route.	<i>Pt</i>
<i>Gringo Rd</i>	It would be great to have a connection from the trail to Dry Creek	Gringo road is a private road / driveway. An access from Dry Creek makes sense. This is not the place to do it. 08/04/2019	<i>Ln</i>
<i>Harmony</i>	the street is too busy to be considered for a sidewalk, plus people use the side of the road for parking cars or part of their driveway to park vehicles. My suggestion is if the plans of the city is to still consider a sidewalk from 89A to thunder mountain		<i>Pt</i>
<i>Harmony</i>	Dangerously tight shoulders - people out walking/biking have to be in the road in order to access. Need sidewalk at least		<i>Ln</i>
<i>Last Wagon</i>	Busy dog walking area. Many off leash, long leash, walking with back to traffic, with uncontrolled dogs. A dog could easily run in front of a moving bike causing an accident. Need better patrol of dog walkers in this entire area. Bikers are just trying to share the road. How about informational signs?		<i>Pt</i>
<i>Linda Vista</i>		--I Disagree. This is steep terrain 08/02/2019 --I Agree -connector is needed here 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019	<i>Ln</i>
<i>Lizard Head Ln</i>	Perfect location to connect between existing trails south of Chimney Rock to Boynton Pass Road. The lot is even for sale! It will never be safe for building as SUV-sized boulders peel off the mountain regularly.		<i>Pt</i>
<i>Lizardhead Trail</i>	This trail is extremely dangerous. I am an experienced hiker and have up there two times. It is too risky for the general public.		<i>Pt</i>

<i>Melody +</i>	North paths to keep you off 89a	--This would be a much more attractive 89A alternative for biking than having to ride further north to Thunder Mountain-Sanborn, which is also busier and would be more dangerous. 07/30/2019 --I Agree 08/10/2019	<i>Ln</i>
<i>Moki</i>	Neighborhoods need sidewalks. Encourage private development of residential sidewalks if City can't afford it.	--I Disagree. Many residential areas in Sedona have single lane roads and no room for sidewalks. Be careful and enjoy the rural environment. It's cruel to place this unneeded burden on the homeowners or public. 07/17/2019 --I Disagree old subdivision	<i>Pt</i>
<i>Monte Verde South</i>	Monte Verde Dr is in terrible condition. Very rough, with large cracks and potholes.	--I Disagree 08/08/2019 --I Agree 08/10/2019, --I Agree 08/10/2019 --as one of few (only) thru routes it should be higher priority to improve for bikes 08/10/2019	<i>Pt</i>
<i>Mt Shadows</i>	I would VERY much like to see a sidewalk up Mountain Shadows. There is a start of one but would be terrific if it could keep going. Traffic and fast drivers make the road unsafe for us dog walking people.	--I Agree 07/18/2019, --I Agree 07/18/2019 --I Agree. Walking down Coffee Pot is way more dangerous than skydiving. 08/02/2019 --I disagree 08/08/2019	<i>Pt</i>
<i>Mt Shadows</i>	Tight nearly 180 right-hand turn from Mountain Shadows to Copper Canyon. Cars park just out of view. Dog walkers just out of sight. Pedestrians same. Many times there has been a surprise obstacle just as you round the turn. Need warning signs, markings,	I agree and I live off Copper Canyon. Maybe a stop sign is necessary for the right hand turn onto Copper Canyon. I too have been surprised many times driving by pedestrians, bicyclists at this sharp turn. Certainly Bike Path/Route signage would be necessary here too.	<i>Pt</i>
<i>Mt Shadows +</i>	2 miles through pleasant residential area with connection to commercial corridor. Makes use of the areas around Posse Grounds Park.	--I Agree 07/18/2019, --I Agree 07/18/2019, --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019 --why not improve somehow a bike/walk route from Mt Shad. to park, signage, maybe stripes for bike/walk lane, etc. 08/10/2019	<i>Ln</i>
<i>Navoti - White Bear</i>	Walking path to get to library	--Since there is not a bike lane on 89A from Dry Creek to Upper Red Rock Loop Rd it would be nice to have a way to get through that section and stay off the main hwy. If this could connect from Navoti to White Bear it would be a huge safety win! 07/23/2019 --I Agree. But the description just says walking path; be sure it's for biking as well as walking. 07/30/2019	<i>Ln</i>

<i>Northview</i>	No connection to get from one neighborhood to the other for bikes or pedestrians.	<p>--I Agree, would love to see a connection. 07/17/2019</p> <p>--I Agree, this is a problem throughout town. Too many neighborhoods are isolated loops. Need more routes for public safety (fire, etc.) and resident access to the rest of town. 07/17/2019</p> <p>--I Agree, a walking/bike path would be awesome.</p> <p>--It sure would be nice to have a connection across the south side neighborhoods for being to traverse town without having to deal with 89A</p> <p>--I Agree. I would love to see a walking path connecting Northview to Sunset. Absolute no on putting a road there. Thankfully that idea was squashed. But as a mother of two who lives on Ross, I would like to see a walking connection to Sunset so I can walk my kids to the park instead of driving them all the way around.</p> <p>--I Agree. A pedestrian/bicycle path between neighborhoods would be great.</p> <p>--Our neighborhoods like our isolated loops. It's why we chose it. No more routes needed for public safety, that's a route created in response to strong pushback from residents. We don't want connector roads period... not for autos, biking nor walking.</p>	<i>Pt</i>
<i>Northview - Sunset</i>	Route to connect to Sunset park	<p>--I Disagree 07/30/2019</p> <p>--This proposal goes through private property 07/30/2019</p> <p>--This proposed route goes through private property 07/30/2019</p> <p>--I Agree. We need a WALKING/ BIKE ONLY path connecting Sunset to Northview</p> <p>--I Disagree. No connectors period!</p>	<i>Ln</i>
<i>Oak Creek Blvd/ Panorama</i>	Great neighborhood connector - need to make it legit		<i>Pt</i>
<i>Panorama +</i>	Connect Sunset CFA with existing community centers without encouraging more vehicle traffic through neighborhoods. / Alternate connection to Sunset CFA.	<p>--I Agree, don't get excited about a new CFA that is going to be isolated and force more people drive between places... integrate the community with things other than 89A. 07/17/2019</p> <p>--I Disagree 07/20/2019</p> <p>--This would be an amazing connection for families to get to the park. Yes please! 07/23/2019</p> <p>--I Agree 08/05/2019</p>	<i>Ln</i>
<i>Panorama +</i>	To give people access from adjacent neighborhood to sunset park. Will also address the "camping" that been set up and used for years at the base of the church (<i>also #199</i>)		<i>Ln</i>
<i>Posse Ground Park</i>	Love the little trail along the ridge - but- its not maintained, not signed well and has a few odd alignment/turns that are confusing, steep, and eroded. Please make some minor improvements and this is a fabulous little loop around the dog park		<i>Pt</i>

<i>Posse Ground Park</i>	The connetion near the park office to the neighborhood is too narrow.	--I Agree 07/17/2019, --I Agree 08/04/2019 --I don't necessarily agree with this comment. Sidewalks/bike paths can always be be wider. It is at least 8' wide at this great neighborhood connector. I've never encountered a problem with pedestrians on my bike here and I live in the neighborhood and use this connector frequently with my kids to get to Posse Grounds, Soldiers Wash and Uptown.	<i>Pt</i>
<i>Posse Ground Park</i>	with bike park in, why not have a nice path up Posse Grounds so you can safely ride there without being in the road, esp since it is a park		<i>Pt</i>
<i>Posse Ground Park</i>	Possible protected connector route from Soldiers Wash area to Posses Grounds and Sedona West Subdivision		<i>Ln</i>
<i>Posse Ground Park</i>	Potential hike/bike route from Posse Grounds park to Soldiers Pass Road		<i>Ln</i>
<i>Posse Ground Park, East of pool</i>	what a wonderful little picnic ramada and trail that no one ever uses because they don't know its here, to me this and the trail are the best parts of the park, beautiful, but kind of neglected	I agree this is a wonderful picnic spot and I come here often with my wife and kids since nobody seems to know about it. This is a great potential beginner MTB area (not currently developed) and is where I taught my kids how to ride the Sedona trail conditions. It needs to be connected with Carruth and Sunset Trails. Possibly a new trailhead location to hike/bike all the way to Soldier Wash trailhead and beyond?	<i>Pt</i>
<i>Posse Ground Park, road to pool</i>	This is terribly not safe for kids walking or biking up to the pool, make it safer for them please		<i>Pt</i>
<i>Posse Ground Park/Carruth</i>	protected lane from traffic for bike and peds at 10 feet wide would be perfect here		<i>Pt</i>
<i>Posse Ground Park/Zane Grey</i>	The new(er) link to neighborhood is great but it is ridiculous that it just weirdly ends. There really needs to be a nice wide (for bikes/walkers) curvy (no right angles) path from the neighborhood over to Soldiers Pass. This would serve neighbors going to the pool or dog park and thru-bikers trying to get across (part of) town.		<i>Pt</i>
<i>Rodeo</i>	Complete the sidewalk and add a bike lane on Rodeo from Thunder Mountain to 89A	--I Agree 07/18/2019, --I Agree 08/01/2019	<i>Ln</i>
<i>Sanborn</i>	protected lane from traffic for bike and peds at 10 feet wide would be perfect here		<i>Pt</i>
<i>Sanborn</i>	protected lane from traffic for bike and peds at 10 feet wide would be perfect here		<i>Pt</i>
<i>Sanborn</i>	Multi-use path	--I Agree, yes, totally! 07/17/2019 --I Agree 07/18/2019, --I Agree 08/10/2019 --We already have a beautiful sidewalk in Thunder mountain subdivision and do not need a bike route, thank you. 08/07/2019 --It is private land. You cannot force access through the peoples yards. Thunder Mountain and Dry Creek already have bike lanes/sidewalks for bikers/hikers. 08/07/2019	<i>Ln</i>

<i>Sanborn/ Sunshine</i>	Steep hill with narrow road. Cars try and pass bikes going uphill, give bikes an alternate to riding in traffic.	--I Disagree. this is a route for a bike path and walking lane - seperate from cars 07/17/2019 --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/18/2019, --I Agree 08/04/2019, --I Agree 08/04/2019, --I Agree --the tree at the intersection of sunshine and sanborn should be at least thinned if not removed to straighten out this intersection and make it safer	<i>Pt</i>
<i>Shelby - Old Post Trail</i>	Trail head needs better sign and kiosk at entrance.	--I Agree 07/26/2019	<i>Ln</i>
<i>Shelby - Sunset</i>	behind the theaters would be a nice path close to 89a	--I Agree 07/22/2019, --I Agree 07/22/2019	<i>Ln</i>
<i>Shelby/ Stanley Steamer</i>	need real parking lot for the trail, plus better signs and way of getting to it	Not sure there is any available land for additional parking but it is one of my go to quick trail rides. There is signage on the trail but I agree additional signage along Sunset Dr. is necessary. 08/10/2019	<i>Pt</i>
<i>Shelby/ Stanley Steamer</i>	Need sign to Bandit trail	I Disagree 08/06/2019, I Disagree 08/08/2019	<i>Pt</i>
<i>Soldiers Pass Rd</i>	Hikers or Bikers attempting to travel from Posse Ground to Soldiers Pass Trailhead abruptly have very minimal shoulder to use. Need a ped/bike lane from here to Soldiers Pass Trailhead	--I Agree 07/17/2019 --Yes, please extend the path instead of spitting you out right into traffic 07/23/2019 --I agree there should be a shoulder for pedestrian traffic. It is currently a major safety issue. Most pedestrian traffic is going to the Soldiers Pass TH, so a solution for most traffic would be to not extend the USFS trail system through our residential neighborhoods.	<i>Pt</i>
<i>Soldiers Pass Rd</i>	This path is great but not well maintained south of the dog park, and I've seen people walk on road because they don't know its here. It has so much potential if not neglected. why not continue it all the way up and down Soldiers Pass and through the park		<i>Pt</i>
<i>Soldiers Pass Rd</i>	A sidewalk would be amazing to help releave some of the traffic	--I Agree 07/22/2019, --This would be nice to have an improved bike lane on Soldiers Pass so that residents and tourists could walk/bike to 7 Pools instead of creating the current parking dilemma 07/23/2019 --Create a better bike/walk pathway on Soldiers Pass Road to the devils kitchen. Parking along the street is just dangerous for everyone. 07/30/2019 --Continue the walking path to Soldiers Pass trailhead. 07/30/2019 --Add walking path to Soldiers Pass Trailhead. Visitors are walking and parking on curvy streets. Keep them safe. 07/30/2019 --I Disagree 07/31/2019	<i>Ln</i>
<i>Soldiers Pass Rd</i>	Possible protected pedestrian/bike route from Soldier Wash area to Soldiers Pass trailhead		<i>Ln</i>

<i>Soldiers Pass TH</i>	Volume of Jeep traffic makes it unsafe to hike at some times of the day. It's like walking on a highway where the cars have a tendency to slide sideways at you.	--I Disagree 07/17/2019, --I Disagree 08/09/19 The permit system is working great at reducing the safety and noise issues that used to be a problem. The hiking trail is separate from the Jeep trail. Jeep trail operators, who are the majority users of the Jeep trail are considerate and safety conscious. The bigger safety issue is cars with hikers trying to find a parking spot in the small trailhead parking area, not finding a spot, then having to turn around in a tight area with hikers walking through the same tight space. 07/26/2019	<i>Pt</i>
<i>Sunset - Northview-Saddlerock</i>	Hoping to see use of the drainages in the area to be for multi-use path connections. It would be a huge improvement for neighborhood connections, improved drainages and would take away spaces that homeless use for urban camping.	--Connecting neighborhood streets will provide a helpful alternative to riding on congested 89A. If additional car traffic is a concern, size the connectors for pedestrians and bikes only. 07/17/2019 --I Agree, but would expand the concept to all the drainages throughout town. 07/17/2019 --I Agree 07/19/2019 --Neighborhood Busting! Sedona residents/neighbors impacted have spoken loudly, we do not want these connector roads South of 89A! They would make our walk/bikable neighborhoods unsafe, increase traffic, crime, reduce property values, hurt wildlife and enviro. City poorly maintains the roads it already has. Cities across America are trying to solve the problem of traffic on connector roads created by navigational apps, yet City wants to invite the problem into our quiet, safe neighborhoods not designed for the use. Once it's broken it can't be fixed. Our neighborhood's CC&Rs allow for single family homes only-no roads or paths. We don't want random strangers, tourists & homeless roaming our neighborhood. It's problematic for city to make decisions based on input from this app by people who aren't residents. Problematic that the main demographic of the city doesn't understand how to use this technology and it's not ADA compliant or friendly for the visually impaired. Irresponsible. 07/20/2019	<i>Ln</i>
<i>Sunset - Northview-Saddlerock</i>	Hoping to see use of the drainages in the area to be for multi-use path connections. It would be a huge improvement for neighborhood connections, improved drainages and would take away spaces that homeless use for urban camping.	<i>Continued</i> --This would be an amazing connection for families to get to the park. Yes please! 07/23/2019 --I can't tell you how big of an asset this would be for the Grasshopper Flats community to be able to access the park without having to go to 89A. 07/23/2019 --I agree! Connecting neighborhoods via walk and bike trails is a great idea and helps to foster community as well as a healthy city. Also recommend to keep these narrow and in keeping with the surrounding vegetation. 07/23/2019	<i>Ln</i>
<i>Sunset Dr/ North Rd</i>	Need sign directing you to Sunset Trail	--I Disagree 08/08/2019 --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019 --trail and just getting to it needs to be improved 08/10/2019	<i>Pt</i>
<i>Sunset Park</i>	Absolutely LOVE this new path through the park - big improvement for this little park - thank you! Need more of this type of path around town.		<i>Pt</i>

<i>Tabletop Rd - Blue Jay Dr</i>	Connect Table Top Rd. To neighborhoods farther east. Need to avoid 89A.	I Disagree We already have hiker trespassing, looking in our windows and pissing off the dogs. I don't want to have to fence myself in! But I would if I have to 08/15/2019	<i>Ln</i>
<i>Tabletop Rd - Golden Eagle</i>		--I Disagree. This is private property. Trespassing would not be permitted under Law. Free for all Biking or Hiking across privately owned property is a ridiculous idea..... 08/04/2019 --agree, because of all the private land is exactly why a legal public route is needed 08/10/2019 --This seems designed to just piss off anyone who has a private residence. You should really put out something that show all the private yards you intend to trespass through. Looks like your just creating trouble 08/15/2019	<i>Ln</i>
<i>Tabletop Rd - Stanley Steamer</i>		--I Agree - connections like this are needed on this side of 89a 08/10/2019 --I disagree --I don't want strangers on foot or on bikes crossing my garden and pissing off my large unfriendly dog. What is Sedona thinking? 08/15/2019	<i>Ln</i>
<i>Thunder Mt Rd</i>	Great start of a per/bike path separate from the road. Speed needs to be enforced, and public will benefit if it connects to other well designed ped and bike ways to connect neighborhoods and businesses.		<i>Pt</i>
<i>Thunder Mt Rd</i>	Vehicle speeds through neighborhood do not reflect posted signs nor the fact this is signed as a "Bike Route".	--I Agree 07/17/2019, --I Agree 08/05/2019 --I Disagree 07/18/2019 --this is already a well known and used bike trail. 07/18/2019	<i>Pt</i>
<i>Thunder Mt Rd</i>	End of Raven Rd blocked off by wall and gate.	Easy access to/from Thunder Mountain if there was no gate/wall here	<i>Ln</i>
<i>Thunderbird Dr</i>	Need alternate to 89. I can get from Sunset to here then I'm forced to cross 89 here and it doesn't even have a cross street so then I am forced onto 89 until Southwest		<i>Pt</i>
<i>Topkie</i>	A bike path cross tie in this area that would allow bikes to avoid the Dry Creek-89A intersection would be a nice, inexpensive route to connect Dry Creek road with 89A southbound.		<i>Pt</i>
<i>Upper Red Rock Loop Rd</i>	Bike and pedestrian crossing Oak Creek		<i>Pt</i>
<i>Upper Red Rock Loop Rd</i>	Share the road signs!!!! So much tourist traffic has made this road dangerous and theres NO shoulder or bike lane and this is a popular road bike ride.	I Agree 08/08/2019	<i>Pt</i>
<i>W 89A</i>	Density restrictions discourage walk-able development. Encourage businesses to develop closer to each other to reduce the amount of short car hop trips between them.	--I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/22/2019 --I Disagree 08/08/2019	<i>Pt</i>
<i>W 89A</i>	protected lane from traffic for bike and peds		<i>Pt</i>

<i>W 89A</i>	Riding a bike on 89A, anywhere from the Hospital to Uptown, is extremely dangerous. The bike lane is too narrow. That forces cyclists onto the sidewalk, even in the wrong direction, because crossing 89A is also difficult. Adding parallel routes on side streets is a great idea, but there will still be cyclists on 89A.	I Disagree 08/08/2019	<i>Pt</i>
<i>W 89A</i>	Very dangerous for walkers, bikers, and cars - no sidewalks and no shoulder		<i>Pt</i>
<i>W 89A</i>	We need safe bike lanes that are well marked.	I Agree 08/05/2019	<i>Pt</i>
<i>W 89A</i>	We need safe bike lanes.	I Agree 08/05/2019	<i>Pt</i>
<i>W 89A</i>	I ride my bike from my house to the gym once every other day and have almost been hit 1-2 times each week I have no idea what needs to happen to make people more aware but I think there needs to be a hybrid sidewalk bike path or larger it truly is a problem and i no longer enjoy riding my bike and absolutely do not feel safe riding my bike in this town at all. it isn't worth the risk.		<i>Ln</i>
<i>W 89A</i>	we need for the the locals to be able to bypass the highway going to the high school and connecting the neighborhoods - less traffic for bikes and walkers and an alternative walking or biking route to Safeway than walking or biking on the highway.	--I Agree 08/02/2019 --I Agree. Looks like a great direct route off the highway. I'm familiar with Flagstaff's Urban Trail system and find it very usable, non intrusive as it goes through neighborhoods. 08/10/2019 --A highway bypass would be great. 08/11/2019 --I Disagree 08/15/2019	<i>Ln</i>
<i>W 89A at Sedona Real</i>	Extremely long turn lane down this hill leads cars to drive indecisively in the bike lane. Creates hazard for cyclists trying to maintain momentum up the small hill at the McD's.	--I Agree 07/18/2019, --I Agree 08/05/2019 --I Disagree 08/08/2019	<i>Pt</i>
<i>W 89A at Whole Foods</i>	I wish there was a safer way to enter this shopping plaza on foot.	--I Agree, the sidewalk just ends and you are fending for yourself with all the cars. 07/17/2019 --I Agree 07/17/2019 --I Agree. What if instead of building massive parking lots in front of all our buildings we could encourage pedestrian access to businesses.	<i>Pt</i>
<i>W 89A, Coffee Pot to Airport</i>	It would be great if the sidewalk was improved	I Agree 07/17/2019	<i>Ln</i>

<i>W 89A, Cultural Park to Dry Creek</i>	Can we have a biking and walking path to get to the high school? The bike lane just ends and cars are going too fast. Maybe make it so we can bike on the sidewalk?	--This route would necessitate coordination with ADOT and their budget, and it would not be as safe as leaving 89A at Calle del Sol, connecting immediately onto Navoti and taking that all the way to Cultural Park. That route already exists and is on 25 mph residential streets that have sidewalks and do not need additional bike lane striping. 07/30/2019 --why not a wide path like on 179 (widen sidewalk) for bikes/walkers 08/10/2019 --I Agree 08/10/2019, --I Agree 08/10/2019 --The bike path along 89A is not wide enough for protection. Move landscape from road edge for visibility, create bike, pedestrian lanes on raised pathway protected from traffic by barrier where possible. As it is, riding on the HS from dry creek along the sidewalk feels safer. 08/10/2019	<i>Ln</i>
<i>W 89A/ Andante</i>	not safe road or intersection for bikes		<i>Pt</i>
<i>W 89A/ Calle del Sol</i>	Bike lane begins and ends unsafely.	--I Agree 07/30/2019, --I Agree 08/05/2019, --I Agree 08/08/2019	<i>Pt</i>
<i>W 89A/ Inspirational</i>	no place to cross	--I Agree, there needs to be a pedestrian crossing between northview and Soldiers Pass. It is a long distance between these two intersection, and many already try to dangerously cross the highway regardless. 07/31/2019 --I Disagree	<i>Pt</i>
<i>W 89A/ Posse Ground</i>	As one of few lights for safe crossing of 89, on a bike I have to ride behind restaurant thru parking lot to get to right - thats not very safe. Stupid that one of the few lights just dumps you into this hotel/restaurant.		<i>Pt</i>
<i>W 89A/ Southwest</i>	another place to cross	All bike lanes have small cinders and trash, its like the street sweep sweeps all glass, cinders and trash into the bike lanes which is insanely dangerous! 07/30/2019	<i>Pt</i>
<i>W 89A/Deer Trail</i>	Need a safe way for pedestrians to cross 89A. Signalized intersections are too far apart throughout West Sedona.	--I Agree 07/17/2019, --I Agree 07/19/2019, --I Agree 07/22/2019, --I Agree 08/08/2019 --Needs a separate lane from the road. I've almost been hit several times. 07/17/2019	<i>Pt</i>
<i>Whippet</i>	protected lane from traffic for bike and peds		<i>Pt</i>
<i>Whippet+</i>	Sedona needs a viable bike alternative to 89A. It is plainly too dangerous 9 months out of the year.	--I Agree, but try too dangerous 12 months out of the year. 07/17/2019 --I Disagree, don't ruin our quiet, safe neighborhoods - not to mention all the environment it will pave over, impacting our waterways and wildlife. 07/20/2019 --I Agree 08/10/2019	<i>Ln</i>
<i>Yavapai + Yule</i>	we need a good path along the North close to 89a! {Great}	--PLEASE make this connection legitimate for neighbors to cross into the other area of this neighborhood. --This neighborhood doesn't want other neighborhoods and strangers coming through. Leave your traffic, tourists, trash and crime on 89A or the trails. Sedona stop the madness. No one even understands how to use this tool. And this tool should be restricted to full-time residents only, not open to the world to comment. Don't destroy our quality of life for the benefit of a few who don't even reside here. --To the naysayer - I live here and that's not a very neighborly attitude, that kind of attitude is what ruins a community's 'quality of life'	<i>Ln</i> <i>Pt</i>

Yule	Connecting this short section between Yule and Panorama will provide neighborhood access for Birch and Willow to Sunset Park and other newly proposed trails. For years, residents have created a small footpath here to walk their dogs (and themselves), so this is an ideal and much needed trail for neighborhood connection. The more variety we have in talking walks/bikes the more fun and opportunity we have to meet our neighbors.	--I Agree, I walk this path every day, sometimes twice a day. It would be great to make it permanent and horrible to lose this path due to housing construction. 07/20/2019 --Yes! This path (between lots) is used all the time and would be terrible to lose due to future home construction. Please add. 07/23/2019 --I Agree 07/23/2019, --I Agree 07/23/2019	Ln
Zane Grey	Getting to Zane Grey from the park/school needs to be better signed for better utilization.	Agreed additional Bike Path signage is necessary here.	Pt
Zane Grey	Need bikeway signage here to promote the route. It can be confusing until you hit Sanborn.	Agreed additional Bike Path signage is necessary.	Pt
	we need ped crossings all over town	I Disagree 08/08/2019	Pt
	Multi use path like a greenbelt for bikes, skateboards, walking, roller skating etc.	-- I Disagree, terrible idea 07/20/2019 --I Agree. I'd love to have a way to ride my bike to Posse Grounds and the school through residential areas without having to go down 89a 07/22/2019 --Great idea! Having a safe parallel walk/bike path to 89a is needed. I would love to ride my bike to get groceries and to access other parks & neighborhoods to avoid driving. Doesn't have to be super wide - keep it small, green and safe for neighboring properties. Would be great for people rehabilitating from injuries to walk as well. 07/23/2019 --This is a great idea. Currently the sidewalk just ends on Thunder Mountain and you have to fend for yourself against the cars! 07/23/2019 --I Agree 08/02/2019 --Yes to Green belt starting at Thunder Mountain trailhead to the posse grounds. Green belt needs to be organic fruit trees to feed our community! No spraying chemicals like we have seen the City do! 08/07/2019	Ln

Street/ Location	Original Comment/Initial Description	Additional Comment {Type: Point or Line Comment}	Type
<i>Apache Trail (road)/USFS</i>	This is an important wildlife trail that needs to be preserved for the wildlife who are struggling in their habitat in the entire Soldiers Wash area. Also this abuts too closely to a private development/private property where there is already a problem with trespassing.	--I Agree. Proper access and parking should be established 07/19/2019 --I Agree 07/19/2019 --I Disagree 07/23/2019 --I would prefer this be legitimized for the neighbors to use so we don't have to trespass. 07/23/2019	<i>Pt</i>
<i>Apple Ave</i>	No bike racks in Uptown? Why aren't businesses encouraged to support bike and pedestrian customers, why do they all have such big parking lots?	--I Disagree. The Uptown terrain is very hilly and steep in areas. Recreational or shopping by bicycle would be quite an endeavor. Also, treacherous with all the tourist and pass through traffic. Not a good idea. 07/17/2019 --I Agree --I agree that there should be a few bike racks in Uptown. Each bike (or group of bikes) ridden is a car not driven into this congested area, so this should be encouraged and supported. --I agree that bike racks in uptown would be great. A lot of tourists rent bicycles (and locals have them, too). --I disagree that there are too many parking lots; there is a problem with parking now and taking away spots is a bit silly. But having bike racks is a great idea and might help employees greatly.	<i>Pt</i>
<i>Bear Wallow</i>	Wouldn't it be interesting to have a parking lot off Schnebly Hill with a pedestrian path across the creek and up to Uptown to relieve some of the traffic backing up at the Tlaquepaque pedestrian crossing and down 179? This would allow some of that traffic to veer off at the circle to park and relieve some of the congestion at the Y.	Interesting idea to offload traffic from Uptown and provide a short but scenic walk 08/06/2019	<i>Ln</i>
<i>Blackhawk Ln - 179</i>	Provide pedestrian and bike access into central Sedona via Brewer Rd., bypassing the most congested sections of 179 and 89A. The bridge would provide a rare opportunity to cross Oak Creek and give an alternate route between the 179 commercial stretch and Airport Mesa trail.	--I Agree 07/17/2019, --I Agree 07/23/2019, --I Agree 07/31/2019 --This would be incredible, especially traveling towards 179 since Brewer is mostly down hill. 07/23/2019	<i>Ln</i>
<i>Brewer - Portal Ln</i>	When there is a City Part it would be really nice to have a path to connect to Los Ab and Tlaquepaque to help promote walking from the park to the shops and restaurants that is not on the road by cars.	I Agree 08/10/2019	<i>Ln</i>
<i>Brewer Rd</i>	Road is narrow and busy with no pedestrian / bike lane	--Path under 89A would give access to trail system from neighborhood. Even better if there was parking nearby. 06/19/2019 --I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree by 08/05/2019	<i>Pt</i>
<i>Brewer Rd</i>	protected lane from traffic for bike and peds		<i>Pt</i>

<i>Brewer Rd</i>	Needs sidewalk along length of Brewer Road. Very heavily traveled by pedestrians now that Brewer Road has so many short term rentals, and cars fly around the curves. There is currently not even a shoulder to walk on. There is going to be a fatal accident on this stretch if a pedestrian path is not added	--I Agree 08/05/2019 --I Disagree 08/08/2019	<i>Pt</i>
<i>Brewer Rd</i>	It is very difficult to walk or ride to this trail head, Brewer Rd. is narrow and could use improvement		<i>Ln</i>
<i>Brewer Trail</i>	Very dangerous trail. Bikes have no control flying down the hill. Close to all but hikers.	I Disagree 08/08/2019	<i>Pt</i>
<i>Brewer Trail</i>	Keep the great mountain bike trail, Add a 10' wide bike path and ped path	I disagree. Trail is very steep and bikers have no control. More than once I have had to fling myself off the trail to avoid being run over. The Biker's recommendation for a second ped path will not work. There is no room. This is a beautiful trail with beautiful views. Why ruin such a gorgeous natural environment for a thrill trail? Put the thrill trails in an environment that is not so popular with hikers. This would be safer for everyone, and healthy for the natural environment.	<i>Pt</i>
<i>Burrus Ln</i>	let's have a neighborhood connector over to Huckaby here.	I Agree 07/26/2019	<i>Ln</i>
<i>Forest Rd</i>	Great place for a separate ped/bikeway along new connector to access uptown safely!	--I Agree. Rather than adding this later (and having it be more expensive), be sure to include pedestrian and bike paths down on this new connector road. --It is my understanding there will be an 8' wide multi use sidewalk along one side of the new Forest Road extension/connector to 89A. I agree this would be a nice beginning connection in Uptown to some protected bike/walk path paralleling Cooks Hill along the north side of 89A.	<i>Pt</i>
<i>Forest Rd</i>	Multi-use path along future Forest Road connector. Opportunity to connect a potential improved/separated bikeway West as well as something to the proposed site for a public transit hub.		<i>Ln</i>
<i>Forest Rd</i>	Multi-use bypass for roundabouts. Divert bikes and pedestrians partially away from the situation that is the roundabouts.	Anyway to bike commute to Uptown without having to go through the Y roundabouts would be amazing! 07/23/2019	<i>Ln</i>
<i>Jordan Rd</i>	Open blocked off parking area at Jim Thompson trailhead. Parking is often tight and this would double the spaces.	I Agree 08/09/2019	<i>Pt</i>
<i>Jordan Rd</i>	Allow alternate access to Jordan Trailhead, create consistent sidewalks and/or bike lane all the way out to reduce cars and traffic through neighborhoods.	-- I Agree 07/18/2019, --I Agree 07/26/2019, --I Agree 07/30/2019 --absolutely agree. if not alternate access, just improve Jordan for walking/biking 08/10/2019	<i>Ln</i>
<i>Jordan Rd/ Historical Park</i>	Sidewalk abruptly ends, pedestrians are forced into the street on their way to Jordan Trailhead from Uptown.	--I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/18/2019	<i>Pt</i>
<i>Jordan Rd/ Schnebly</i>	Road narrows and forces bikes into traffic on an uphill section.	--I Agree 07/18/2019 --I Disagree 08/04/2019, --I Disagree 08/04/2019	<i>Pt</i>

<i>Jordan Trail</i>	Alternate Connection from W. Sedona to Uptown. Not Cook's Hill / 89A death trap.	--I Agree 07/18/2019 --I Disagree. I think a better approach that does not push more traffic through the residential neighborhoods would be to build a connector at Moonlight Dr. to Manzanita Trail (or possibly connecting to the new Forest Road extension). 07/26/2019 --I agree, but connect to forest road, not residential street. 07/30/2019 --Need a connection across Soldier's Wash that isn't 89A for bikes and pedestrians. Either that or enforce the traffic laws on Cook's Hill.	<i>Ln</i>
<i>Manzanita Dr - Trail</i>	Can we legitimize this connector?		<i>Ln</i>
<i>Mt View Rd</i>	Add sidewalk on NW side of Mountain View to connect existing sidewalk/landing pad. As is, people walk in the middle of the road.	I Agree 08/10/2019	<i>Ln</i>
<i>N 89A/ Forest Rd</i>	Need a bike friendly exit from Uptown. Cars do not respect speed limits or bike users in normal traffic lanes.	--I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/19/2019 --I Disagree 08/02/2019 --I Agree. With the Forest Road connector from Uptown to Cook's Hill there should also be a bike and hike trail please.	<i>Pt</i>
<i>Navahopi - N 89A</i>	Alternate neighborhood connection between Soldier's Wash trails and Canyon recreation areas.	I couldn't agree more. People use this trail to access the creek through the tunnel underneath 89A. It would be great if this was made official. 07/23/2019	<i>Ln</i>
<i>Newcastle - Copper Cliffs</i>	It would be awesome to make connectivity between these neighborhoods.	This would be an alternative to the suggested route just south of here. 08/06/2019	<i>Ln</i>
<i>Oak Creek</i>		--I Agree 07/26/2019, --I Agree 08/10/2019, --I Agree 08/11/2019 --It would be a treasure if Sedona could create a pathway along Oak Creek. 07/26/2019 --Create a bikeway and pathway along Oak Creek Canyon. I implore The City of Sedona to work with ADOT to stop this public safety nightmare that happens every single day. Tourists walk in the highway all the time. Someone is going to get killed by a car. Create a safe place for tourists or ban foot traffic on 89A in the canyon. The current state is truly insane. 08/11/2019	<i>Ln</i>
<i>Prochnow Rd - Portal Ln - 179</i>	I understand that this path goes through Los Abrigados, but if there was some way to communicate to them how much it would mean to the Brewer Rd Community to be able to access Tlaquepaque and Hillside without walking on the road, it was just wonderful when there was pedestrian access at that location.	I Agree 08/10/2019	<i>Ln</i>
<i>Ranger - Brewer</i>	This is a very frequented but dangerous section of road for pedestrians and cyclist it needs a dedicated bike lane. Thank you!		<i>Ln</i>
<i>Schnebley Hill Rd</i>	Need a sidewalk on Schnebley Hill Rd to Huckably trailhead. It is very unsafe to walk on the road.	I Agree. At night, many people are on the roadway and it's quite dangerous. 08/09/2019	<i>Pt</i>
<i>Schnebley Hill Rd</i>	It would be great to have a pathway next to this roadway to get pedestrians and bicyclists to and from the trailhead.	--I Agree 08/10/2019, --I Agree 08/10/2019 --especially unsafe to ride up to Huckaby, I don't think walkers dare to attempt it 08/10/2019	<i>Ln</i>

<i>St John Vianney - Adobe Jack Trails</i>	Potential public private partnership parking lot at St John Vianney with connected trail into AJ to alleviate parking situation at Soldiers Pass. Close SP parking lot altogether to appease neighborhood and alleviate cluster@#\$ parking.	--I Agree 07/26/2019, --I Agree 08/10/2019, --I Agree 08/10/2019, --I Agree 08/10/2019 --Great idea, hope church would consider it. what a waste of a big parking lot that sits empty, why not share it and help solve a huge problem of lack of parking to access AJ trails 08/10/2019	<i>Ln</i>
<i>Van Deren - Wilson - Mesquite</i>	Sidewalks for peds/people parking on these streets/this area that connect to the sidewalk on Jordan via Mesquite. Restrict parking to one side of the street only (same side as proposed sidewalk) on both Van Deren St and Wilson. Make Wilson a one way (southbound) street. Keep Smith a two way "slow street" for bike/vehicle traffic with no parking allowed between Forest & Mesquite.	--I Agree 07/29/2019, --I Agree 08/10/2019	<i>Ln</i>
<i>W 89A Cooks Hill</i>	Wider multi use path connecting Uptown and West Sedona. Right now this route feels unsafe and gets little use.	--I Agree. It more than feels unsafe: Cook's Hill is actively dangerous to ride on as a biker. The thrill of taking one's life in their hands wears out if you do it on your daily commute... 07/17/2019 --Agreed. Make this more appealing : wider, benches, etc. 07/23/2019 --I Agree. Completely separated multi-use path, paved or well-packed for bikes, jogger, stroller, walkers alongside 89a from airport road to the Y is one of the single biggest improvements that could be made to make Sedona more connected. 08/05/2019	<i>Ln</i>
<i>W 89A Cooks Hill</i>	We need parallel E-W routes to take traffic off of 89A	I Agree 08/10/2019	<i>Ln</i>
<i>W 89A Cooks Hill</i>	Tree is hanging in the trail		<i>Pt</i>
<i>W 89A Cooks Hill</i>	Through traffic speeds and Mariposa access endangers uphill bikers and pedestrians on the north side of the road.	--I Agree 07/17/2019 --I Disagree. Wear bright and/or reflective clothing and be visible. Ride on the sidewalk if you are worried about your safety. Don't shut down traffic!!! 07/17/2019 --I Agree, riding on the sidewalk is not only illegal, but unsafe --I Disagree. Wear bright and/or reflective clothing and be visible. riding on the sidewalk endangers the walkers, is illegal and that is the reason bike lanes are marked on the roadway --I Agree that people love to speed through this area. Suggest lowering speed to 35, like elsewhere through town. Not sure that Mariposa adds danger to this. Suggest adding turn lane for Les Springs, as well (Like Rolling Hills has.) The new hotel that's going up West of Mariposa also suggests that the speed limit should drop through here.	<i>Pt</i>
<i>W 89A Cooks Hill</i>	protected lane from traffic for bike and peds always increases use in all studies		<i>Pt</i>
<i>W 89A Cooks Hill</i>	Possible protected hike/bike route through the forest to connect the multi use sidewalk of the Forest Road extension to up/down Cooks Hill to West Sedona and other bike/pedestrian connectors.		<i>Ln</i>
<i>W 89A Cooks Hill</i>	Need break in curb after Post Office to get in bike lane		<i>Pt</i>

W 89A Cooks Hill	I haven't tried to ride from W Sedona to Uptown because I'm afraid to ride 1) down Cooks Hill and 2) thru the roundabouts. any alternative?		Pt
W 89A Cooks Hill	Grand Central Trail to Coldwell Banker parking lot via Soldiers Wash. Pass under 89A through existing drainage pipes.	--This will help allow bikes to avoid 89A at a point where speeds can be fast and congestion often occurs. 07/17/2019 --I Agree 07/18/2019 --All bikers use the Brewer Rd cut through so this would help reduce conflicts at the first roundabout 07/23/2019 --I Agree, having this signed and legitimate would be a huge benefit for connectivity. 07/23/2019 --thinking long term, it's a nice bike/ped connection/opportunity with the (proposed) public transit hub. 07/29/2019 --I Agree. A must! 08/05/2019	Ln
W 89A Cooks Hill	Feels unsafe in bike lane going down cook's hill	The higher speed of cars and bikes down this hill make it a dangerous area, and then the bike lane disappears as you approach the often busy traffic circle. 07/24/2019 I Agree 07/30/2019, I Agree 08/05/2019	Pt
W 89A Cooks Hill	Cars drive (and park) in bike lanes, break speed limits, and disregard other users safety. Need to either get bike and pedestrian traffic away from 89A on Cook's Hill or slow down and break up traffic flow.	I Agree 07/17/2019, I Agree 07/17/2019, I Agree 07/18/2019, I Agree 07/30/2019	Pt
W 89A Cooks Hill	Add trail signage. The USFS has an entry point onto the Soldier's Wash trail system right here, only a few hundred yards from the roundabouts. However, there is no signage for Sedona guests to find the trail entrance. This is one ideal way to take pressure off the Soldier's Pass TH and allow Uptown hotel guests to leave their cars in the hotel parking lot and easily walk to the trail head.	I would agree that additional trail signage is necessary here. I do also agree it would be more greatly utilized by tourists staying in Uptown to walk to a hike rather than drive/park to the Adobe Jack, Soldiers Wash and even Jordan and Tea Cup trail heads. Good suggestion.	Pt
W 89A/Brewer	No safe bike route through roundabouts along 89A.	--I Agree 07/17/2019, --I Agree 07/18/2019, --I Agree 07/31/2019, --I Agree 8/05/2019, --I Agree 08/05/2019 --I agree. Cars are so focused on just getting into and out of the roundabouts that pedestrian and bikers are at risk crossing, and biking through is always sketchy. 07/26/2019	Pt

Street/ Location	Original Comment/Initial Description	Additional Comment {Type: Point or Line Comment}	Type
179	Cars drive in bike lanes and over speed limit between Sedona and the Village. Protect one of the few potentially bike friendly routes we have.	<p>--I Agree 07/17/2019</p> <p>--I Disagree. It is unfair to make accusations of drivers in this area. There is bike lane and if you are visible to the cars I've noticed they make every effort to give bikes the room they need.</p> <p>07/17/2019</p> <p>--I Agree People would utilize the 179 bike lane so much more if it was protected. There is no way it will ever be safe given average car speed between uptown and VOC. It would be a beautiful and well-used route, but currently it is only safe a low-traffic times.</p> <p>--I Agree. Cars drive in the bike lane all the time. It scares me to ride that route. Also cars often fail to yield going into the roundabouts when the bike lane merges with the car lane just prior to the roundabout. We need better signage and rumble strips</p>	Pt
179	Cars drive in bike lanes and over speed limit between Sedona and the Village. Protect one of the few potentially bike friendly routes we have.	<p><i>Continued:</i></p> <p>--I would like to see a paved multi-use trail through here for runners, walkers, cyclists, and families. I'm afraid to ride the highway here on my bike.</p> <p>--I Agree - I would also love to see a multi-use trail the length of 179 between VOC and Sedona. If it were available, I think more people would use it and it would potentially cut down on car traffic</p> <p>--Having a few "share the road" signs along 179, starting at the VOC and all the way to the 'Y' could help remind drivers about staying in their lane. Also more surveillance of speeding might slow folks down. And placing one of those electronic signs showing "your speed" vs the speed limit in the section were people frequently reach 50+mph, between VOC and Indian Cliffs.</p>	Pt
179	Cars drive in bike lanes and over speed limit between Sedona and the Village. Protect one of the few potentially bike friendly routes we have.	<p><i>Continued:</i></p> <p>--I am afraid to ride on 179 from VOC to Y after witnessing speeds and caution of people driving this stretch. The "bike lane" just gives the car driver more space to swerve as they're taking in views and/or texting. A dedicated lane with some separation from the driving lanes is needed...some pylons, rumble strips or some type of curb separating the lanes is needed to make it safe for though who want to use the "bike lane".</p> <p>--I Agree. It is clear that the bike lane from The Village to Sedona is grossly underused. I suspect it is not because there are a lack of hikers or bikers. I imagine it is because the infrastructure of the bike lane is not very appealing. I love love love the idea of a multi-use trail from the Village to Sedona. It would be great to have a trail (not pavement) for residents and visitors to use and enjoy. Better signage on the roads would be awesome. Could we have some signage that would educate visitors on how to be good guests?</p>	Pt

179	A dedicated bike lane with a barrier between bikes and cars along 179 would be appreciated. My wife and I were hit in the 179 bike lane last year.	I Disagree. Perhaps better signage and painted roadways noting bike paths. 08/09/2019	Pt
Chapel Rd	This is a dangerous road without a sidewalk. Tourists walk in the road. Segways travel at slow speeds down road (double yellow line, no passing). Please put in a sidewalk.		Ln
Chapel Rd	There are bare ground "parking" spots on the side of Chapel Rd. When it rains they turn into mud pits. The city should either post them as no parking or put gravel down.		Pt
Chavez Ranch Rd - Cathedral Rock Trl (road)	A bike path/foot bridge connecting Chavez Ranch Road across Oak Creek would provide a nice in-town loop when used in conjunction with the Red Rock loop, 89A and 179, or other existing trails.	Pedestrian and bike access from Oak Creek Cliffs Dr to Chavez Ranch Road. Sedona has too many dead end roads and subdivisions that lead nowhere. [#236]	Ln
Margs Draw Trail	This is already a narrow and beautiful HIKING TRAIL. There are plenty of designated bike trails throughout Sedona. Please don't congest this area!!!!		Pt
Margs Draw Trail	This is a wilderness area and one of the few remaining trail areas without bikes. Please leave it alone.	--I agree 08/04/2019, --I Agree 08/09/2019 --I would generally agree with this sentiment, however, this is truly a safety issue with bikers having to ride the busy hwy 179. Perhaps the USFS can leave the current trail hikers only and add a separate bikers only trail.	Pt
Margs Draw Trail	Marg's Draw is over used. This trail is in wilderness yet social trails proliferate from Marg's Draw. I have seen as many as three busses drop hundreds of inexperienced hikers at Sombart Lane without guides and pick them up on Schnebly Hill Road.		Pt
Morgan Rd	ATV traffic on Morgan Road is a serious problem for the neighborhood. ATVs also negatively impact the Broken Arrow trails. Sedona needs to restrict ATVs within the city limits. There are too many. They are too noisy. They stink. And very few businesses benefit from them.	--I Agree 100% with everything the initial comment says. 08/04/2019 --The ATV's should be outlawed. They are a horrible degradation of our town. The noise pollution kills any sense of peace that we have. 08/06/2019	Pt
Pine Knolls Dr	Add Car Parking	--I Agree, More parking for this area would be helpful. 07/30/2019 --I Disagree. We need few cars on the road and adding more parking spaces will only mean more cars. We need a trailhead shuttle system that takes people to their hikes without using the cars. --I Disagree 08/04/2019 --Shuttle system sounds good for the tourists but not great for locals. Maybe locals could get a permit and be allowed to park at the trailheads if a shuttle system were implemented.	Pt